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Hugh Cecil Earl of Lonsdale.

A
T R E A T I S E
O N
C A R R I A G E S.

IN TWO VOLUMES.

—
VOLUME II.
—

SECOND EDITION.

Entered at Stationer's-Hall.

A
T R E A T I S E
ON
C A R R I A G E S ;

COMPREHENDING
COACHES, CHARIOTS, PHAETONS,
CURRICLES, WHISKIES, &c.

TOGETHER WITH THEIR PROPER

HARNESSES.

IN WHICH

THE FAIR PRICES OF EVERY ARTICLE
ARE ACCURATELY STATED.

By WILLIAM FELTON, COACHMAKER,
No. 36, LEATHER-LANE, HOLBORN.

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1796.

ADVERTISEMENT.

THE very flattering encouragement, already received by W. FELTON from a candid and liberal public, even exceeds his expectations, and demands his grateful acknowledgments. As he at first premised, so it has since occurred, that some opposition to the work has been experienced from the illiberal part of the trade, by whom it has been insinuated, with a design to prejudice, that many of the prices are erroneous: to this

it may be observed, that, in a manufactory, where the articles are numerous, tradesmen will vary something in their charges, according to their several ideas of the profit; but it has been the author's study, uniformly, to make his calculations and statements with an accuracy and fairness, that may render the whole a just standard, as well on the part of the purchaser as the tradesman; and such as he ever intends to abide by, for work executed in the best manner, as also do many others of the trade; it may therefore be presumed, whoever objects to them as unfair, have only their views to mislead and impose on their employers.

As a proof of the utility, and as a further recommendation of this work, it has been honoured with the encomiums and approbation of some of the most independent and ingenious part of the trade, and, in several instances, it has been introduced as a success-

ful arbitrator, under contending circumstances; having thus far succeeded, and discharged his duty to the public, and that with strict justice to the trade,

He remains, with grateful respect,

Their most obedient servant,

W. FELTON.

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INTRODUCTION.

THE former volume explains the method of building the various kinds of carriages in general use, and describes also the different component parts, in their separate states, and the various purposes to which they are applied :— their several prices are also stated according to the different manners in which they are finished, so that any of them may easily be selected, and added to either old or new carriages, agreeable to the fancy of the proprietor, and the prices thereby easily known.

In

In order to render the information of the price for carriages more correct, the several parts which are necessary, and which constitute the plain-finished carriage of each sort, will be selected, and the prices to each article stated, which, when added, the sum total thereof will be the first charge for each carriage of the kind; and whatever more is required to be added, or whatever materials are greater in expence than those mentioned in the tables of the first costs, they will be stated in separate tables, under the title of extras; so that, by observing this rule, the price of every carriage, however finished, may be readily obtained. As the representation of finished carriages will convey a better idea of their several properties, two of each sort will be represented, the one finished in a plain, but modern, style; the other to the extreme of fashion, with the prices for each,

each, stated agreeable to the above rule, the value of these two being given, those of the intermediate pattern will be regulated by the different degrees of ornament the proprietor's fancy may lead him to.

It has been an uniform practice throughout the trade, to make a first charge, and also to add several things as extras, which they conceive are not comprised in the meaning thereof; and it is not uncommon to find the amount for extras exceed the first price. Many adhere to their old rule, making the same first charge now as they did 30 or 40 years since, adding thereto, as extras, all the improvements which, since that time, have been made, which confounds the bill, even for a plain carriage, with such numbers of charges as would lead a person to suspect them as impositions. The most explicit method would be, to abide

by one general rule, stating to what extent the first cost is made up to, and then add the several additions as extras, the same as here observed.

The harnesses necessary to be used with carriages is treated on in this volume and the supplement only ; in this a minute description of every part of a harness is given, describing what parts are necessary for use, and what for ornament only : also the particular kind of harness to be used for each particular purpose, the prices of each harness finished to the extent of what is alone necessary, are stated in separate tables as a first cost, and those parts, which are necessary for ornament, are made extras of, agreeable to the same rule observed in the statement of finished carriages, whereby the price of any harness, however much or little ornamented, may be ascertained

with accuracy. The prices for the separate parts of a harness, except those which are comprised under the title of ornaments, are stated in the supplement, being considered as under the description of repairs.

TABLES

TABLES OF PRICES

FOR

P L A I N C A R R I A G E S,

FINISHED IN THE MODERN STYLE.

CHAP. I.

SECT. 1.

DESCRIPTION OF THE EXTENT TO WHICH
A COACH, A LANDAU, A POST-CHAISE,
AND DEMI-LANDAU ARE FINISHED,

TO REGULATE THE FIRST COST OF EACH BY.

THE Bodies are to be considered as plain,
lined with second cloth, and trimmed with
a two-inch lace, and two and a half ditto for the
holders, pleated seat-falls, double folding-steps,
inside seat-boxes, the bottoms carpeted, plate
glasses, the frames covered with cloth, mahogany

VOL. II.

B

shutters,

shutters, octagon back-lights, plated door-handles, but no plated mouldings or frames.

The Carriages plain, with S-formed springs, common axletrees and pipe-boxes, the wheels of the common height, twelve and fourteen spokes, flaked tyre, main check and collar-braces, with English pole-pieces, the main and check-braces with plated buckles. The body and carriage painted any plain colour, without picking out, or ornaments, the body varnished and japanned.

Neither boots, coach boxes, raised hind or fore ends, are included in the first cost; for, being of various patterns, their different prices are stated in the tables of extras.

PRICE

FOR PLAIN CARRIAGES.

PRICE OR FIRST COST OF A COACH, LANDAU, POST-CHAISE, AND D.-LANDAU.

[The prices of the separate articles of which a carriage is composed, are here collated from the statements in the first Volume, to which all other charges are to be added, and constitute the first charge.]

Vol. I.

Page		Coach.	Landau.	Post-Chaise.	D.-Landau.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
35.	Bodies	30 0 0	46 0 0	25 0 0	40 0 0
67.	Carriages	24 15 0	24 15 0	22 5 0	22 5 0
114.	Wheels	7 10 0	7 10 0	6 16 6	6 10 6
151.	Linings	15 10 0	17 1 6	12 0 0	13 1 0
152.	Glasses and frames	6 10 0	6 10 0	6 15 0	6 15 0
163.	Glass rollers	0 10 6	0 10 6	0 10 6	0 10 6
152.	Shutters	1 15 0	1 15 0	1 15 0	1 15 0
	Carpet	0 10 6	0 10 6	0 10 6	0 10 6
	Sliding seat-boxes	1 10 0	1 10 0	1 10 0	1 10 0
190.	Steps	3 0 0	3 0 0	3 0 0	3 0 0
200.	Painting, japanning, and varnishing body & carriage	7 12 0	5 2 6	6 12 0	4 12 0
214.	Main braces	4 4 0	4 4 0	3 13 6	3 13 6
	Check braces	0 10 0	0 10 0	0 10 0	0 10 0
	Collar braces	0 12 0	0 12 0	0 12 0	0 12 0
	Pole pieces	1 0 0	1 0 0	0 18 0	0 18 0

Sum total for plain perch carriages

67. Addition for crane instead of perch carriage

Sum total for crane-neck carriages

105	9 0	120	11 0	93	1 6	107	2 6
16	5 0	16	5 0	14	13 0	14	13 0
121	14 0	136	16 0	107	14 6	121	15 6

SECT. 2.

P H A E T O N S.

THE various patterns and sizes of phaetons, make it more difficult to ascertain a regular standard of prices for them than for other carriages; but to proportion them to three sizes, all one way finished, and omitting those things which make the variety, a tolerable perfect statement may be made.

DESCRIPTION OF THE EXTENT TO WHICH PHAETONS, OF A LARGE, MIDDLE, AND SMALL SIZE, ARE FINISHED, TO REGULATE THE FIRST COST OF EACH BY.

THE Bodies plain, lined with a second cloth, and trimmed with a two-inch broad lace, a carpet and seat-box. The heads, wings, and knee-boots are omitted.

The Carriages are perch, with straked wheels, having twelve and fourteen spokes for the large, ten and twelve for the middle, eight and ten for the small phaeton; common axletrees and boxes, long tail springs behind, single elbow springs before, main braces only behind, five feet long, and two inches and a half wide for large; four feet long, and two inches and a quarter wide for middle; three feet and a half long, and two inches wide for small; a pair of check-braces, pole, and pole-pieces, or shafts for one horse.—The painting

ing of any colour, and plain varnished; neither blocks, boots, nor budgets are included.

[The prices collected as in the former table.]

VOL. I. Page	Large.			Middle.			Small.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
35. Bodies plain	8	10	0	7	0	0	6	10	0
67. Carriages	20	0	0	18	0	0	16	4	0
114. Wheels straked	6	12	0	5	11	0	4	10	0
151. Linings	4	14	6	4	14	6	4	14	6
152. Carpet or oil-cloth	0	7	6	0	7	6	0	7	6
Seat-box	0	15	0	0	15	0	0	15	0
200. Painting and var- nishing	3	15	0	2	19	6	1	19	6
214. Main braces	2	0	0	1	15	0	1	2	0
Check ditto	0	7	6	0	7	6	0	7	6
Pole-pieces	0	18	0	0	18	0	0	18	0
Total for perch phaetons	47	19	6	42	8	0	37	8	0
67. Cranes in addition	13	10	0	11	18	0	10	14	0
Total for crane-neck phaetons	61	9	6	54	6	0	48	2	0

SECT. 3.

TWO-WHEELED CARRIAGES.

THOSE, like the phaetons, are finished in various fanciful ways, and can only be regulated in their prices by reducing each description of them to a plain simple rule, omitting those things, however necessary, which differ in their patterns, to be valued by themselves, and added as fancy may direct the choice in finishing.

DESCRIPTION OF THE EXTENT TO WHICH CUR-
RICLES, GIGS, AND WHISKIES, ARE FINISHED,
TO REGULATE THE FIRST COST OF EACH BY.

THE Bodies plain, lined with second cloth, and trimmed with a two-inch broad lace, carpet and seat-box to the curriele and gig, and carpet only to the whiskies.

The curriele carriage, plain, with flaked wheels, fourteen spokes, whip-springs behind, French-horn springs before, long main-braces to go round the hind springs, seven feet long, two inches wide, with jacks ; short braces, with a lug-plate in front ; common axletrees and boxes.

The gig carriage plain, with flaked wheels, twelve spokes ; whip-springs behind, main braces, with buckles, four feet long, two inches and a quarter wide ; small single elbow-springs in front, with loops to the body ; common axletrees and boxes.

The whiskey carriage, plain, with flaked wheels, ten spokes, grasshopper springs, with loops ; common axletrees and boxes.

The draught of each of the carriages to be taken from a splinter-bar.

Heads, wings, and knee-boots are omitted in all.

PRICE

PRICE OF TWO-WHEELED CARRIAGES.

[Collected as before.]

Vol. I. Page	Curricl.	Gig.	Whiskies. Pannels.		Whiskies. Cane.	
			£.	s.	£.	s.
35. Bodies	7 0 0	7 0 0	5	5	0	0
67. Carriages	15 0 0	11 11	9	0	9	0
114. Wheels, flaked	3 10 0	3 2 0	2	11	0	11
151. Linings	4 14 6	4 14 6	4	14	6	10
152. Carpet or oil-cloth	0 7 0	0 7 0	0	7	0	7
Seat-box	0 15 0	0 15 0	—	—	—	—
200. Paining and varnishing	3 2 6	3 2 6	2	11	0	19
214. Pair of main-braces	1 8 0	1 2 0	—	—	—	—
Pair of pole-pieces	0 18 0	—	—	—	—	—
80. Pair of jacks for main-braces	0 15 0	—	—	—	—	—
Total	37 10 6	31 14 6	24	9	22	12
67. The curricl made gig, the gig and whiskey made curricl	2 3 0	4 9 0	4	0	4	0
Total for curricl, gig, or whiskey	39 13 6	36 3 6	28	9	26	12

The sums total for the several carriages, finished to the extent described, are here collected, whereby ready information is obtained of the first cost of each. Whatever ornaments or conveniences it may be thought proper to add for completing them, according to any pattern, the prices of them will be found stated in the following tables of extras;

SUMS TOTAL, OR FIRST CHARGE, FOR EACH
CARRIAGE.

		Perch.			Crane neck.		
		£.	s.	d.	£.	s.	d.
Coaches, &c.	{ Coach	-	105	9 0	121	14 0	
	{ Landau	-	120	11 0	136	16 0	
	{ Post-Chaise	-	93	1 6	107	4 6	
	{ Demi-Landau	-	107	2 6	121	15 6	
Phaetons	{ Large	-	47	19 6	61	9 6	
	{ Middle	-	42	8 0	54	6 6	
	{ Small	-	37	8 0	48	2 0	
		For one horse as gig and curricie.			For two horses as curricie.		
Two-wheeled carriages	{ Curricie	-	39	13 6	37	10 6	
	{ Gig	-	31	14 6	36	3 6	
	{ Whiskey, pannel-	-					
	{ ed	-	24	9 0	28	9 0	
		-	22	12 6	26	12 6	
		-	22	12 6	26	12 6	

CHAP. II.

ON EXTRAS.

THE sum total may be considered as a rule to proceed upon for the first charge of the different kinds of carriages now generally in use, and, by adding the amount of other conveniences, with the increased difference of those articles which are finished in a superior manner from those already stated, a perfect knowledge of the value of carriages, every way completed, is easy to be obtained; to do which, without the trouble of referring to the former work, separate tables, containing the prices of the various articles which are to be added, and the difference of those, which are superior to what have already been given, are stated in regular order agreeable to the plan of the former work; so that by adding the several Extras, which are hereafter mentioned to the Sum Total, the value of all carriages, however finished, may be easily known.

the Whiskey, the double elbow or grasshopper spring; the following prices to be added, if any of the other patterns are used.

	Coach or Landau.			Chariot, Post-Chaise, or Demi-Landau.		
	£.	s.	d.	£.	s.	d.
A set of double springs to carry body and boot — — —	5	4	0	4	8	0
A set of large scroll springs for heavy travelling carriages — — —	4	16	0	3	4	0
A set of spring body loops instead of iron ones, as included with the body	2	5	0	2	0	0
A set of spiral or worm springs — — —	2	10	0	2	10	0
	Large Phaeton.			Small Phaeton or Chaise.		
	£.	s.	d.	£.	s.	d.
A pair of spring jacks — — —	0	18	0	0	15	0
A pair of worm springs — — —	1	5	0	1	4	0

SECT. 4.

EXTRAS FOR THE PATENT AXLETREES.

FROM PAGE 93, VOL. I.

	Coach, &c.			Chariots, &c.			Phaeton, large, middle and small.			Gig and Whiskey, or Curricule.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Patent anti-attribution	15	14	0	15	5	0	14	19	6	7	7	0
Patent cylinder —	22	10	0	21	10	0	22	4	6	10	12	0
New pattern ditto —	17	14	0	17	15	0	17	13	0	8	10	0
New patent axletrees, with double box —	21	4	0	21	15	0	20	3	0	9	4	0

SECT.

SECT. 5.

Common-sized Wheels are used for the Coach, the Chariot, and large Phaeton, but light Wheels for the middle and small-sized Phaetons, Gigs, Whiskies, and Carriages.

EXTRAS TO WHEELS.

FROM PAGE 114, VOL. I.

	Coach and Chariot.		Phaetons.		Two-Wheeled Carriages.									
	Large.		Middle.		Small.		Curricie.		Gig.		Whiskey.			
	12 and 14.	12 and 14.	12 and 14.	12 and 14.	8 and 10.									
Number of spokes.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.		
Hooped tyre	—	—	1	0	0	1	5	0	0	14	0	0	10	0
Patent ditto	—	—	3	0	0	3	5	0	2	10	0	1	14	0
Moulded fellics	—	—	0	19	0	0	17	0	0	15	0	0	10	0

Very heavy wheels for a travelling Coach or Chariot, £. 1 10s. each set.

TABLES OF PRICES

SECT. 6.

BOOTS AND BUDGETS.

FROM PAGE 119, VOL. I.

	Coach, Chariot, and large Phaeton	Middle-sized Phaeton.	Small ditto, or Curricie, Gig, &c.
	£. s. d.	£. s. d.	£. s. d.
A platform, or luggage-boot — —	8 0 0	6 0 0	4 0 0
A trunk boot — —	5 0 0	3 10 0	2 10 0
A framed boot, for an iron coach-box —	6 0 0	4 6 0	3 3 0
A ditto, with a concealed coach-box —	10 0 0	9 0 0	— —

SECT. 7.

PLATFORMS, or raised hind and fore ends, and blocks, for Coach and Chariot.

FROM PAGE 124, VOL. I.

	Plain.	Middling, or neat.	Much ornamented.
	£. s. d.	£. s. d.	£. s. d.
A pair of pump, plow, or guard-handles, and foot-board — —	2 0 0	3 0 0	4 0 0
Ditto short blocks and foot-board for post-chaise or hind standards —	1 10 0	2 5 0	3 0 0
Raised fore ends, or budget blocks — —	1 10 0	2 10 0	3 10 0
CUSHIONS.			
	Plain.	With a plated top frame.	Plated top and bottom frame.
	£. s. d.	£. s. d.	£. s. d.
A footman's cushion —	2 2 0	2 18 0	3 16 0
A ditto with carved hind standard — —	6 0 0	6 18 0	7 18 0

SECT.

SECT. 8.

BLOCKS FOR PHAETONS, CURRICLES,
OR GIGS.

FROM PAGE 124, VOL. I.

	Large.			Middle.			Small.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Hind spring blocks —	4	4	0	5	3	0	2	2	0
Fore spring blocks —	1	0	0	0	15	0	0	10	0
Hind platforms, raised with blocks —	1	10	0	1	5	0	1	0	0

If those spring blocks are more or less ornamented than what is described in Plate XIII. an allowance of one-third must be added to, or reduced from the above statement, which are for blocks carved in a neat, but not extravagant manner.

SECT. 9.

COACH - BOXES, INCLUDING THE SEATS
AND CRADLES TO EACH.

FROM PAGE 131, VOL. I.

	£.	s.	d.
The common standard coach-box —	5	5	0
The Salisbury boot or budget ditto —	10	5	0
The iron coach-box —	10	0	0
The iron coach-box and trunk-boot —	16	6	0
The iron coach-box and carved blocks —	18	8	0
The budget and concealed coach-box —	10	0	0
The chair, or chaise coach-box to fix on the boot —	10	0	0
The travelling seat, for either common or Salisbury coach-box, in addition to the former price —	2	3	6
Ditto, hung with springs —	5	17	0

TRIM-

T R I M M I N G S.

FROM PAGE 132, VOL. I.

FOR the Lace and Fringes, of different widths and qualities, reference must be had to the former statements, as the variety is so great, and the quantities so uncertain, that are used; however, the amount is easily known, by adding the difference of price for quality and quantity above what is stated in the following table of prices for linings.

SECT. 10.

EXTRAS FOR THE LININGS.

FROM PAGE 151, VOL. I.

	Coach or Landau.	Chariot or Lan- daulet.	Phaeton or Chaise With Head.	With Wings.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The cloth superfine —	4 0 0	3 0 0	2 0 0	1 0 0
Morocco leather, instead of second cloth —	8 0 0	6 0 0	4 0 0	2 0 0
Quilting the lining with small tufts —	1 1 0	0 10 6	0 10 6	0 10 6
Swinging holders, and the other laces, $2\frac{1}{2}$ inches broad, instead of 2 inches —	1 11 0	0 18 0	0 2 6	0 3 6
Ditto, 3 inches —	2 7 0	0 1 2	0 5 0	0 7 0
Ditto, $3\frac{1}{2}$ inches —	3 3 0	0 1 8	0 7 6	0 10 6
Ditto, 4 inches —	3 18 0	0 2 3	0 10 0	0 14 0
A false lining, made of printed cotton —	3 10 0	0 2 15	0 2 2	0 1 4
Ditto, if the roof is covered —	4 0 0	0 3 3	—	—
Ditto, if the lining is trimmed with bordering —	5 5 0	0 4 10	0 2 10	0 1 8

SECT.

SECT. 11.

EXTRAS TO THE INSIDE FURNITURE FOR BODIES.

FROM PAGE 152, VOL. 1.

	Coach.			Chariot.		
	£.	s.	d.	£.	s.	d.
A set of silk squabs, with half backs, faced on one side with silk —	4	0	0	2	12	6
Ditto with Morocco leather —	4	15	0	3	3	0
Ditto, faced with silk on one side, and Morocco leather on the other —	5	15	6	3	13	6
A set of silk spring curtains —	3	3	0	3	0	0
A set of festoon ditto, tops only —	2	12	6	2	12	6
A set of ditto with side drapery —	3	13	6	3	13	6
The outsides of the glass frames covered with two-inch lace instead of cloth	1	7	0	1	10	0
Venetian blinds instead of mahogany shutters — — —	2	15	0	2	15	0
A net for the roof — — —	0	10	6	0	10	6

SECT. 12.

HAMMERCLOTHS.

FROM PAGE 158, VOL. 1.

	Livery.			Second.			Superfine.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
To a six-breadth hammercloth without any trimmings —	4	10	0	5	10	0	6	10	0
Ditto with top and bottom row of two-inch lace —	5	5	0	6	5	0	7	5	0
Ditto with a top row, and two bottom rows of $2\frac{1}{2}$ inch lace	6	6	0	7	7	0	8	8	0
Ditto with a row of five-inch fringe at top and bottom —	8	1	0	9	2	0	10	3	0
An oil-skin cover —	Plain oiled Linen.			Painted.			Patent.		
	1	16	0	2	2	0	3	13	6

C

To

To know the amount of every other hammer-cloth, is only to add the quantity of trimmings with which they are trimmed : every row of trimmings is nine yards, except the top feat, which is only four.

SECT. 13.

OCCASIONAL REQUISITES.

FROM PAGE 163, VOL. I.

	£. s. d.			£. s. d.		
	Large.			Small.		
A set of private locks with bolts on the shutters	—	—	—	1	1	0
Silvered studs, each	—	—	0 0 8	0	0	4
Plated studs, each	—	—	0 1 0	0	0	8

SECT. 14.

PLATED FURNITURE.

FROM PAGE 164, VOL. I.

THERE are three sorts of plated furniture, best, middling, and inferior ; what is here stated is the best, the difference of price, for either middling or inferior, is known by referring to the former volume ; the composition and brass metal furniture are here also regularly stated. As it is impossible

impossible to ascertain the certain quantity of moulding used to each carriage, the different widths only, at the price per foot, is here stated.

	Parts of an Inch.	Best silver plated.			Compositi- on Metal.			Brass.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
Mouldings —	2-8ths	0	1	3	0	0	10	0	0	8
	3-8	0	1	9	0	1	2	0	0	10 $\frac{1}{2}$
	4-8	0	2	3	0	1	6	0	1	1 $\frac{1}{2}$
	5-8	0	2	9	0	1	10	0	1	4 $\frac{1}{2}$
	6-8	0	3	3	0	2	2	0	1	9 $\frac{1}{2}$

Scroll ornaments, the pair	—	0	8	0	0	4	0	0	3	0
Tip ditto, ditto	—	0	6	0	0	2	8	0	2	0

F R A M E S.

An octagon back-light	—	0	10	0	0	7	8	0	5	0
Pair of whole sword-cases for coach or chariot	—	0	11	0	0	8	4	0	5	6
Ditto, for chaise or phaeton	—	0	9	0	0	6	0	0	4	6
Pair of half do. for coach or chariot	—	0	8	0	0	5	4	0	4	0
Ditto, for chaise or phaeton	—	0	6	0	0	4	0	0	3	0
A pair of wing frames for phaeton or chaise	—	1	15	0	1	4	0	0	18	0

HEAD-PLATES, the set.

Coach, twelve.

		Silver.								
		£.	s.	d.						
Fancy device, middle size	—	2	10	0	1	13	0	1	5	0
Crest embossed	—	4	4	0	3	0	0	2	0	0
Circles to contain ditto	—	1	16	0	1	4	0	1	5	0

Chariot, six.

Fancy device	—	1	5	0	0	16	6	0	12	6
Crests embossed	—	2	2	0	1	10	0	1	0	0
Circles to contain ditto	—	0	18	0	0	10	0	0	10	0

Phaeton, or Chaise.

Fancy device	—	1	5	0	0	16	6	0	12	6
Crests embossed	—	2	2	0	1	10	0	1	0	0
Circles for ditto	—	0	18	0	0	10	0	0	12	0

N. B. For each flat pierced crest head-plate, of plated metal, in a circle, or fancy pattern, add ninepence to the prices stated for the fancy device.

JOINTS.		Best silver plated.			Composition Metal.			Brass.				
Real,		£.	s.	d.	£.	s.	d.	£.	s.	d.		
A fet for a landau	—	12	12	0	8	8	0	6	6	0		
A pair for a demi-landau	—	6	6	0	4	4	0	3	3	0		
A fet for a chaise or phaeton	—	8	8	0	5	5	0	4	4	0		
Sham.												
A fet for a coach, thick	—	7	0	0	4	12	0	3	10	0		
Ditto for ditto, thin	—	6	0	0	4	0	0	3	0	0		
A pair for a chariot, thick	—	3	10	0	2	6	6	1	15	0		
A ditto for ditto, thin	—	3	0	0	2	0	0	1	10	0		
Four barrel props with caps, for a pair	—	1	4	0	0	16	0	0	12	0		
For PLATING the BODY-LOOPS.												
The whole outside surface	—	3	13	6	2	6	0	1	12	0		
The four star-heads ditto	—	0	10	0	0	6	6	0	5	0		
The four plain heads ditto	—	0	8	0	0	5	4	0	4	0		
The four top outside edges ditto	—	0	6	0	0	4	0	0	3	0		
POLE-HOOKS.												
For a coach	—	2	10	0	1	15	0	1	5	0		
For a chariot	—	2	2	0	1	8	0	1	1	0		
For a phaeton	—	1	18	0	1	5	8	0	19	0		
BUCKLES, per pair.												
		Inch.										
Whole	—	{	2 $\frac{3}{4}$	0	11	0	0	7	4	0	5	6
			2 $\frac{1}{2}$	0	9	0	0	6	0	0	4	6
			2 $\frac{1}{4}$	0	7	6	0	5	0	0	3	9
			2	0	6	0	0	4	0	0	3	0
			1 $\frac{3}{4}$	0	4	0	0	2	8	0	2	0
			1 $\frac{1}{2}$	0	3	0	0	2	0	0	1	6
Half	—	{	0	7	0	0	4	8	0	3	6	
			0	6	0	0	4	0	0	3	0	
			0	5	0	0	3	4	0	2	0	
			0	4	0	0	2	8	0	2	0	
			0	3	0	0	2	0	0	1	6	
			0	2	0	0	1	4	0	1	0	
Check-brace rings, the pair		—	0	8	0	0	5	8	0	4	0	

WHEEL-

WHEEL-HOOPS, per pair.	Best silver plated.	Cased with silver plated metal.	Composition Metal.	Brass.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Coach — —	3 3 0	1 15 0	1 2 0	0 17 6
Chariot or large phaeton — —	2 16 6	1 10 0	1 0 0	0 15 0
Small phaeton, curricule, or chaise —	2 2 0	1 5 0	0 10 3	0 12 6

Seldom any other plated hoops are used, than those cased with silver plated metal.

SPIRAL OR WORM SPRINGS, PLATED.

	Best silver plated.	Composition Metal.	Brass.
	£. s. d.	£. s. d.	£. s. d.
A set for a coach or chariot complete — —	6 10 0	5 5 0	4 4 0
A pair for phaeton or chaise do.	3 0 0	2 5 0	1 16 0
The plates and screws only, for a plain set to a coach or chariot	2 5 0	1 15 0	1 10 0
Ditto for a pair to a phaeton or chaise — —	1 1 0	0 15 0	0 12 0

In the above price for plating, the value of the worm-springs are also included; but, if the old ones are plated, deduct the price of them from the prices here stated.

SECT. 15.

LAMPS, PER PAIR.

FROM PAGE 184, VOL. I.

GLOBES.	Coach.			Chariot.			Phaeton or chaife.			
	£.	s.	d.	£.	s.	d.	£.	s.	d.	
Common plated backs	—	1	18	c	1	15	o	1	12	o
Glass reflector backs	—	2	2	c	1	18	o	1	16	o
Ditto with plated heads and barrels	—	2	10	o	2	6	o	2	0	o
ITALIAN.										
Common, with flat sides	—	1	15	o	1	12	o	1	10	o
Round sides	—	2	4	c	2	0	o	2	6	o
Plated heads and barrels	—	2	12	o	2	8	o	2	2	o
OVAL, or SQUARE PATTERN.										
Plain, with glass backs	—	2	6	c	2	2	o	1	18	o
Plated heads and barrels	—	2	10	c	2	8	o	2	6	o
Extra large plated heads and barrels	—	3	3	o	2	16	o	2	10	o

The lamps are of the same expence, whether plated with brass or silver.

SECT. 16.

S T E P S.

FROM PAGE 190, VOL. I.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
Extra for a pair of treble folding steps to either coach or chariot	—	—	—	—	—	—	2	10	0
	Single.			Double.			Treble.		
For a pair of chaife steps	—	—	—	0	14	0	—	—	—
For a hanging-step to a phaeton	1	1	0	2	2	0	3	3	0

SECT.

SECT. 17.

EXTRAS TO THE PAINTING OF BODIES.

FROM PAGE 200, VOL. I.

	Coach.		Chariot.		Phaetons.				Whiskies,		Cane.	
	f.	s.	d.	f.	s.	d.	f.	s.	d.	f.	s.	d.
Picking out the mouldings	—	—	—	—	—	—	—	—	—	—	—	—
Polishing the pannels	—	—	—	—	—	—	—	—	—	—	—	—
High varnishing ditto	—	—	—	—	—	—	—	—	—	—	—	—
Japanning the doors and sword- case of phaeton or chaise	—	—	—	—	—	—	—	—	—	—	—	—

C 4

EXTRAS

TABLES OF PRICES

EXTRAS TO PAINTING OF CARRIAGES, AND JAPANING THE BOOTS.

	Coach.			Chariot.			Phaetons.			Small and Gig.			Pannels.			Whiskies, with Cane.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Picking out the mouldings with one colour —	1	1	0	1	0	0	0	18	0	0	15	0	0	12	0	0	10	0
Picking out and lining ditto with two colours —	1	15	0	1	15	0	1	11	6	1	10	0	1	4	0	0	18	0
Ditto three colours and panneling —	2	10	0	2	10	0	3	5	0	2	0	0	1	10	0	1	5	0
Oil varnishing the carriages after painting —	0	15	0	0	15	0	0	15	0	0	15	0	0	10	6	0	10	0

SECT. 18.

FOR HERALD AND ORNAMENT PAINTING.

FROM PAGE 201, VOL. I.

ARMS AND CRESTS.			SIZES.								
			Large.			Middling.			Small.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
The arms painted in a circle,			0	10	0	0	7	0	0	5	0
an oval shield, or a lozenge			2	12	0	1	18	6	1	6	0
Ditto, with supporters and crests			0	5	0	0	4	0	0	3	0
The crest of a private gentleman			0	10	0	0	8	0	0	6	0
Ditto of a nobleman with coronet	—	—	0	10	0	0	8	0	0	6	0
CYPHERS.											
The single initial of a person's name	—	—	0	3	0	0	2	6	0	2	0
The double ditto	—	—	0	4	6	0	3	6	0	2	6
The treble ditto	—	—	0	5	0	0	4	0	0	3	0
MANTLES.											
A mantle plain	—	—	0	10	6	0	7	6	0	5	0
Ditto, much furled or folded	—	—	0	15	0	0	12	0	0	10	0
Inches wide.			Rich.			Plain.					
Borders for pannels, at	—	5	0	10	0	0	7	6	0	5	0
		4	0	7	6	0	6	0	0	4	0
		3	0	6	0	0	4	6	0	3	6
		2	0	4	6	0	3	6	0	2	6
		1½	0	3	6	0	2	6	0	1	6
Fillets for pannels, at	—	1	0	2	6	0	1	9	0	1	0
		¾	0	1	9	0	1	0	0	0	9
		½	0	1	0	0	0	9	0	0	6
Striping, or ornamenting the pannels, per foot square	—	—	0	10	0	0	7	6	0	5	0

SECT. 19.

HEADS, WINGS, KNEEBOOTS, AND DASHING
LEATHERS.

FROM PAGE 208, VOL. I.

HEADS.	Without lining.	With a serge lining.	With a second cloth lining.
	£. s. d.	£. s. d.	£. s. d.
A square head fixed on the body, including the joints —	7 0 0	8 10 0	10 0 0
A round or waggon ditto —	8 0 0	10 0 0	12 0 0
	Cloth.	Oilskin.	Serge.
A pair of curtains to slide —	0 18 0	0 16 0	0 12 0
Wrenches which turn the joints from the inside, to set or unset the head with —	— — —	— — —	1 10 0
A back glass light —	— — —	— — —	0 6 0
The heads made on a frame for the convenience of taking off occasionally —	— — —	— — —	1 6 0
WINGS.	SIZES.		
	Large.	Middling.	Small.
A pair of iron framed wings trimmed with a 2-inch lace —	1 15 0	1 12 0	1 10 0
Ditto, with a 2½ ditto —	1 17 8	1 14 8	1 12 8
Ditto, with a 3 ditto —	2 0 4	1 17 4	1 15 4
Ditto with plated frames —	3 13 6	3 3 0	3 0 0
APRONS, or KNEEBOOTS.			
A kneeboot, fixed on the foot- board —	2 4 0	2 0 0	1 18 0
Ditto, to take off occasionally —	2 8 0	2 6 0	2 2 0
An iron-jointed rod for ditto —	0 18 0	0 17 0	0 16 0

SECT.

DASHING OR SPLASHING LEATHERS.

	£.	s.	d.
A strong dashing-leather, with back stays, for a curriele — — —	2	10	0
A light ditto for gig or whiskey — — —	1	15	0
A strong ditto for a post-chaise or coach carrage, to go round the boot — — —	3	0	0
A large ditto for the front of a post-chaise or coach, to fix upon the braces — — —	2	12	6
A leather pocket to either — — —	0	5	0

SECT. 20.

BRACES AND POLE-PIECES.

FROM PAGE 213, VOL. I.

	Coach.			Chariot.		
	£.	s.	d.	£.	s.	d.
A pair of safe braces, with fixtures —	4	4	0	3	13	0
A pair of cross check ditto, with plated buckles, for phaeton, &c. —	0	12	0	0	12	0
A set of point-straps for the main braces —	0	6	0	0	6	0
French pole-pieces, in addition to the common sort — — —	0	6	0	0	6	0

SECT.

SECT. 21.

TRAVELLING REQUISITES.

FROM PAGE 224, VOL. I.

TRUNKS, COVERS, STRAPS, AND BELTS.	SIZES.								
	Large for Coach, Cha- riot, or large Phaeton.			Middle, for middle or light Phaeton.			Small for Gig or Whiskey.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A best-leather trunk, welted or nailed, lined with cloth, with inside straps and laths —	4	0	0	3	5	0	2	6	0
A trunk cover, made of neat's or ox-leather, welted —	2	5	0	1	15	0	1	1	0
A ditto of painted cloth —	0	10	6	0	7	6	0	5	0
Trunk-straps, per foot, per pair	0	1	9	0	1	0	0	0	9
A chain-belt, per foot, of either size — — —	0	2	9	0	2	9	0	2	9
IMPERIALS.				Coach.			Chariot.		
A whole imperial for the roof —				10	10	0	9	9	0
If divided in two for ditto —				11	11	0	10	10	0
A three-quarter imperial for ditto —				7	10	0	6	10	0

	Coach or Chariot.		
	£.	s.	d.
A cap-box for ladies' head-dresses — — —	3	10	0
A hat-box for gentlemen's hats — — —	2	12	6
A well for the bottom of a body, which is hung on a crane-neck carriage — — —	2	12	6
Two narrow wells for ditto, hung on a perch car- riage — — — — —	4	14	6
A set of splinter-bars complete, to hang on the pole end, when four horses are used, for them to draw by — — — — —	1	5	0
A drag-			

FOR EXTRAS.

29

			Coach or Chariot.		
			£.	s.	d.
A drag-chain, with hook	—	—	0	8	0
A drag-chain, with shoe	—	—	0	15	0
The covering either with leather	—	—	0	4	0
A drag-staff	—	—	0	10	6
For cording the set of springs, to prevent accident by being overloaded, &c.	—	—	1	1	0
A coachman's tool-budget	—	—	0	10	6

		Coach.			Chariot.		
		£.	s.	d.	£.	s.	d.
An oil-cover for the whole of the body, to preserve it while travelling	—	5	5	0	4	10	0

ON

FINISHED CARRIAGES.

THE great variety of conveniencies and ornaments, with which carriages are finished, and the choice of them being optional to the proprietors only, no certain rule can be laid down for the value of finishing any of them, further than what may be collected from the tables, where, by adding to the first charge of each carriage, the several articles which are necessary to complete them, the price of any pattern may be easily obtained, which is the great advantage to be derived from the tables being here restated; the following representations will convey a proper idea of the kind of carriage most suitable for the various purposes designed: but the manner in which they are finished is not meant as a rule to abide by, as there are many things which may be excepted to, and others found necessary to be added; it will, however, instruct how to make the statements for any other pattern, or prove the value of those represented.

The fancy of the occupier is to regulate the mode of finishing, as also the particular shape of the carriage; but generally the prevalent pattern of the times influences his choice.

CHAP. III.

COACHES.

COACHES have the most uniform appearance of any other carriage ; and, for families, are the most convenient of any in use, as they can accommodate twice the number of passengers at one time, but as the weight is somewhat increased by the size, a proportion should be observed according to the numbers it is meant to contain, whether four or six passengers, the advantage of a light coach is in the relief given to the horses, and, of course, being conveyed with greater expedition, which are advantages too great not to be regarded ; the mode, therefore, of their construction, as also the method of finishing them according to the intention of their use, is necessary to be attended to. Coaches, with perch carriages, in this commodious town, are to be preferred, being much lighter than with crane-necks, and are less expensive.

SECT. 1.

A PLAIN COACH.

PLATE XXII.

WHERE only one carriage is kept, and the use of it almost constantly required, a plain, substantial coach is to be recommended, in preference to a flight, ornamented one ; as, by being exposed to all weathers and rough roads, it is less liable to require expensive repairs, and, if well formed, and neatly executed in the finishing, will always preserve a genteel appearance ; in this pattern of a coach, there is nothing superfluous or wanting to make it compleat ; and, for convenience, may be considered as one of the cheapest of all four-wheeled carriages.

DESCRIPTION.

THE *Carriage* a perch, with a common coach-box, a square trunk boot, and raised hind end, with plain plough handles, straked wheels of the necessary height, common axletrees and springs.

The *Body* part is also plain ; the lining with second cloth, and trimmed with two-inch binding lace, and holders two inches and a half wide, double folding steps, seat-boxes, a Wilton carpet, plate glasses, with cloth-covered frames, mahogany shutters, and silk spring curtains.

D

The

The *Hammercloth* is of livery, trimmed with three rows of lace two inches and a half wide, a pair of web footman-holders two inches and a half wide, the *Plating* with *Silver*, an octagon frame for the back light, mouldings all round the middle, up the sides, and over the doors, and at the top of the back and fore parts, in all about thirty-four feet.

The *Braces* and *Pole-pieces* common, with half buckles, the painting of any colour, but plain and common varnished, the mouldings picked out one colour.

PRICE OF THE PLAIN PERCH COACH.

	£.	s.	d.
The first charge for a perch coach	105	9	0

EXTRAS.

A pair of plain plough, or guard handles	—	2	0	0
A square trunk-boot	—	5	0	0
A common coach-box, with seat and cradle	—	5	5	0
A puckered, or full-plaited hammercloth, with 3 rows, or 22 yards, of 2½ inch lace	—	6	6	0
A pair of web footman-holders	—	0	8	0
A set of of silk spring curtains	—	3	3	0
A plated octagon frame	—	0	10	0
Thirty-four feet of 4-8th moulding	—	3	16	6
The painting picked out one colour	—	1	11	6
		133	9	0

SECT. 2.

A NEAT ORNAMENTED, OR TOWN COACH.

PLATE XXIII.

NOTHING contributes more to fashion or grandeur, than a good display of ornaments about a carriage, of which there are a great variety of patterns; but, in this, neatness with elegance is to be regarded, as the expence which may be added above the former description increases the price to almost double that of a plain coach; but to finish those carriages at a moderate expence, and preserve the elegance, it is necessary to obtain a knowledge of those things which have the best external appearance; the painting, and the plating for the outside, and the trimmings for the inside, do most readily attract observation, as it is impossible to establish a rule for the different modes of finishing carriages, the several additions necessary to form a middling handsome one, will be noticed in this description, those of a more expensive, in a future.

DESCRIPTION.

THE *Carriage* a perch, plated on the sides with iron, a raised hind end, on neat, short blocks, a footman's cushion plated on the top frame, with carved hind standards, a raised fore end with neat

fore budget blocks, a half-wheel fore end, a Salisbury coach-box; hooped tyre wheels, with moulded fellies, common axletrees and boxes.

The *Body* with round sides; a sword case back; lined with second cloth; trimmed with $2\frac{1}{2}$ inch lace, and swinging holders; quilted sides; double folding steps; a Wilton carpet; with two sliding seat-boxes; Venetian blinds, and a set of silk spring curtains. The *plating* with *silver*, a half-inch moulding round the side pannels, on the bottom sides, all round the middle and roof, up the corner pillars, and sides of the door lights; a 3-8th moulding all round the door and front lights; four silver scroll ornaments; a set of flat, pierced, crest head-plates; a set of light sham joints; and a pair of oval lamps plated.

The *Hammercloth* of livery, trimmed with one top, and two middle rows, or 22 yards, of $2\frac{1}{2}$, and one bottom row, or 9 yards, of one-inch lace, a top and bottom row, or 13 yards, of ornamented fringe, 5 inches deep, two pair of lace footman's holders, $2\frac{1}{2}$ inches wide.

The *Painting* of the carriage picked out two colours; the body polished; a pair of arms painted on the doors in foliage mantles; four crests on the quarters, and two on the stiles. The *Braces* common, and French pole-pieces.

PRICE

A TOWN COACH.

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PRICE.

	£.	s.	d.
First charge for a perch coach — —	105	9	0
EXTRAS.			
The perch plated on the sides with iron — —	3	3	0
A pair of neat carved short hind blocks — —	2	5	0
A footman's cushion, with a plated top frame, and carved hind standard — —	6	18	0
A half-wheel fore end — —	1	5	0
A pair of neat budget blocks — —	2	10	0
A Salisbury coach-box, with seat, &c. — —	10	5	0
Sixteen feet of plated moulding for ditto — —	1	16	0
Hoop tyre wheels, with moulded fellies — —	1	19	0
Round sides to the body — —	2	0	0
A sword case to ditto — —	2	10	0
The lining, with swinging holders, and other lace, 2½ inches wide — —	1	11	0
Quilted sides to the lining — —	1	1	0
A set of Venetian blinds in lieu of shutters — —	2	15	0
A set of silk spring curtains — —	3	5	0
A hammercloth, as described — —	10	10	0
The crests embroidered in mantles on the ends — —	1	10	0
Four lace footman's holders — —	1	4	0
Eighty feet of half-inch plated moulding to the body — — — —	9	0	0
An octagon, and a pair of sword-case frames — —	1	1	0
Four silver scroll ornaments — —	0	16	0
A set of plated joints — — — —	6	0	0
A set of flat pierced crest head-plates — —	2	19	0
A pair of plated oval lamps — —	2	10	0
Picking out the painting of the carriage two colours — — — —	1	15	0
Varnishing of ditto after painting — — — —	0	15	0
Arms in mantles, on the two doors — —	1	9	0
Crests on the four quarters, and two door stiles — —	1	4	0
French pole pieces — — — —	0	6	0
	188	19	0
	SECT.		

SECT. 3.

A L A N D A U.

PLATE XXIV.

A LANDAU is a carriage in the form of a Coach, the upper part of which may be opened at pleasure, for the advantage of air and prospect in the summer time, principally intended for country use ; they are the most convenient carriages of any, as so many persons may be accommodated with the pleasure of an open and a close carriage in one, without the care of driving, as in other open carriages, or the expence and incumbrance of keeping two, and the expence for duty saved thereby, are advantages worth the notice of those who wish to be thus accommodated.

The amusement many gentlemen may have in driving for themselves in light, open carriages has prevented the Landau being more generally used than what they otherwise would have been, and what, from their utility, might have been expected. The upper parts are covered with a black grain leather, which cannot be japanned, and of course, does not look so well as fixed roofs ; they are also heavier, and more expensive than the common coaches, which are the principal objections to them, but are trifling when compared to the other advantages they possess.

DESCRIPTION.

DESCRIPTION.

THE *Carriage* a perch, of the compass, or crooked form, *plated* on the sides with iron; a half-wheel fore end; a raised hind end, with short, plain blocks; a footman's cushion, with carved hind standards; a pair of double-turned springs, for carrying a square trunk-boot, which makes into a coach-box occasionally; hooped tyre wheels, with common axletrees and boxes.

The *Body*, a Landau, with round sides; lined with second cloth; trimmed with a three-inch lace, and swinging holders; the sides quilted; double folding steps: a Wilton carpet; sliding seat-boxes; Venetian blinds; a set of web footman's holders. The *mountings* of *Brass*; a 4-8th moulding all round the middle, at the top of the back and front part, and round the doors; a small 2-8th moulding all round the door and front lights; a set of fancy device head plates; the joints, the check-brace rings, the wheel-hoops, and body loops, on the whole surface plated; and a plated pole-hook.

The *Painting* of the body and carriage picked out two colours; the arms and crests painted on the doors, the fore and back pannels. The *Main Braces* with worm springs plated; French pole-pieces; a set of braces to carry the boot, two inches wide; and four short check-braces underneath the boot.

PRICE.

	<i>£.</i>	<i>s.</i>	<i>d.</i>
First charge for a Landau, with perch carriage	120	11	0

EXTRAS.

A compass perch, with iron-plated fides	—	4	4	0
Half wheel fore end	—	1	5	0
A raised hind end, with plain short blocks	—	1	10	0
A footman's cushion, plated top edge of brass mouldings, with carved hind standards	—	6	13	0
A pair of double-turned springs	—	2	12	0
A trunk-boot, with a concealed coach-box	—	10	0	0
Hoopd tyre wheels	—	1	0	0
Round fides to the body	—	2	0	0
Trimmed with a three-inch lace, and swing-holders	—	2	7	0
Quilted fides	—	1	1	0
Venetian blinds, in lieu of shutters	—	2	15	0
Forty feet of 4-8th brass moulding	—	2	5	0
Thirty-two feet of 2-8th ditto	—	1	1	6
A set of fancy pattern head-plates	—	1	5	0
A set of joints, plated	—	6	6	0
A set of check-brace rings, ditto	—	0	8	0
A set of wheel-hoops, ditto	—	1	15	0
A set of body-loops, ditto	—	1	12	0
A pole-hook, ditto	—	1	5	0
A set of worm-springs, ditto	—	6	10	0
Picking out the moulding two colours	—	2	5	0
Four arms and crests, middle size	—	2	4	0
Twenty feet of two-inch braces for the boot	—	2	3	0
Four large buckles for ditto	—	0	8	0
A set of short check-braces for the boot	—	0	5	0
French pole-pieces	—	0	6	0
				185 16 6

S E C T.

SECT. 4.

TRAVELLING COACH.

PLATE XXV.

STRENGTH and convenience are the most essential properties of this carriage, it being principally intended for continental journies, nothing should be omitted that can contribute to either; plain, strong-built, crane-neck carriages are to be preferred on this occasion, as the roads on the continent are very rough, and, in the towns, very narrow; and, as there is not much opportunity for cleaning or mending on the way, the plainer and the stronger they are built, the better for the purpose. The great expence of these carriages is principally on account of the many conveniences for luggage necessary for the passengers' accommodation, it depends on the knowledge of the intended route, to proportion the carriage and conveniences thereto, so that all unnecessary incumbrance may be avoided, to save both toil and expence.

DESCRIPTION.

THE Carriage a crane neck; strong straked wheels; patent anti-attrition axletrees and boxes; a raised hind end, with short, plain blocks; a common

mon coach box, with a travelling seat; a platform budget before, with a large trunk within it, and inside straps and laths to ditto; a trunk behind with ditto, and two leather-belts; a chain-belt for security, and an oil-cover for the trunk; the springs corded; a drag-staff; a chain; and a tool-budget, for the coachman's conveniences.

The *Body* plain, with a sword-case; lined with second cloth, and trimmed with a two-inch lace; and two and a half ditto for the holders; squabs, or sleeping cushions, faced with silk; Venetian blinds; seat-boxes; Wilton carpet; double folding steps; the *plating* with composition metal a 5-8th of an inch moulding all round the middle and roof, up the corner pillars, and side of the doors; a set of circles for head-plates; a pair of sword-case frames; a well at the bottom; two imperials for the roof; the *painting*, varnishing, &c. plain; mantles, with cyphers, on the door pannels: crests on the stiles; the main and check *Braces*, with whole buckles; French pole-pieces.

PRICE.

		£.	s.	d.
First charge for a crane-neck coach	—	121	14	0
Patent anti-attribution axletrees and boxes	—	15	14	0

EXTRAS.

A raised hind end, with short, plain blocks	—	1	10	0
A common coach-box, with a travelling seat		9	3	6
Carry over	—	148	1	6
		A large		

TRAVELLING COACH.

43

	£.	s.	d.
Brought over	148	1	6
A large platform budget	8	0	0
A large trunk for ditto, with inside straps and laths	3	19	6
Leather belts for fixing the trunk	0	7	6
A large trunk for the hind end, with inside straps and laths	3	19	6
An oil-cloth cover for the trunk	0	10	6
A pair of leather belts, 9 feet long	0	11	0
A chain-belt for security, 9 feet long	1	4	11
The springs corded	1	1	0
A drag-staff, with a chain	0	18	0
A tool-budget	0	10	6
A sword-case, or boodge	2	10	0
A set of inside filk squabs	4	0	0
Sixty feet of 5-8th moulding	5	10	1
A set of circles for the head-plates	1	4	0
A pair of sword-case frames, and an octagon do.	0	16	0
Venetian blinds in lieu of shutters	2	15	0
A pair of best imperials for the roof	11	0	0
A large well for the bottom	2	12	6
Two mantles, with cyphers, on the doors	1	2	0
Two crests on the door-stiles	0	8	0
	201	1	6

SECT.

SECT. 5.

AN ELEGANT CRANE-NECK COACH.

PLATE XXVI.

IN any grand procession, an elegant carriage forms the principal part; and, where splendour is necessary, a rich display of fanciful designs in the carving and painting, chiefly contributes towards it: but, as it is difficult to form a regular judgment of the value of a carriage so highly ornamented in the painting and carving, such only will be described, as the value thereof may be ascertained from the former statements.

A profusion of carved ornaments and figures much gilt, with beautiful paintings, decorate the outside—rich velvet linings, and silk trimmings, the inside; the value of such a carriage can only be guessed at, as it depends on the artist who executes it to charge according to its merit in the execution. The carriage here represented, though not so much ornamented, is built on the same principle as the state equipage, but more exactly answers the description of a neat, light carriage for the East or West Indies, it being made very airy, with side and end lights, or windows; the kind of carriages used chiefly in those places, are crane-necked, but
are

are built much lighter than what is necessary for this country, as the horses not being so strong, and the roads of soft, sandy soil, a heavy carriage would sink therein, and be obstructed by its weight.

DESCRIPTION.

The *Carriage*, a crane neck; double bow cranes; raised hind end, with handsome, carved, pump-handles, and a footman-cushion, with a plated top and bottom edge; an iron coach-box, raised on handsome carved blocks; patent wheels, with moulded fellies, new-pattern cylinder axletrees and boxes.

The *Body* with carved ends to the bottom; sides to case the body-loops; round sides; octagon side-lights, and one large back-light for glasses and shutters to slide in; lined with Morocco leather, and trimmed with handsome worsted and cotton lace, four inches wide, with the arms worked therein; treble folding-steps; Wilton carpet; sliding seat-boxes; one set and a pair of festoon curtains, with side drapery for the door, front, and back lights; one set of ditto, with top drapery only, for side lights; two set and one large Venetian blind; laced glass-frames; one set of glasses for the side lights, and a large one for the back light extra, with the frames covered with lace. The *plating* with *Silver*; the mouldings 6-8ths of an inch wide, which goes round

round the pannels, sides, back, and front, all round the middle and roof, up the corner pillars and sides of the doors, in quantity about 110 feet; a 3-8th of an inch moulding round all the lights, in quantity about 60 feet; four silver scroll ornaments; four handsome, large head-plates, of about the value of a set for a coach of the usual pattern; four silver-plated nave-hoops; a plated pole-hook, a handsome cornice for the roof, of about the same value per foot as the wide-plated mouldings, in quantity about 22 feet.

The *Hammercloth* superfine, trimmed with 13 yards of $2\frac{1}{2}$ -inch lace, 9 yards of eight-inch ornamented fringe, 13 yards of four-inch velvet, at 4s. per yard, and 36 yards of one-inch narrow binding-lace; silk crests within silk mantles, embroidered on the ends; a double pair of arms-lace footman-holders. The *Painting* high varnished; a rich border, 5 inches wide, round the middle, measuring about 21 feet; with handsome swags of flowers on each side, of about the same value with the border; the mouldings of the carriage are gilt, and picked out in an ornamented manner; and amounts to about double the price of picking out with three colours. The main and check *Braces* with whole buckles; French pole-pieces, with plated buckles.

AN ELEGANT CRANE-NECK COACH. 47

PRICE.

	£.	s.	d.
First charge for a crane-neck coach ———	121	14	0

EXTRAS.

Double bows to the cranes — — —	3	3	0
Raised hind end, with handsome carved pump handles — — —	4	4	0
A footman-cushion, plated at the top and bottom edge — — —	7	18	0
An iron coach-box, and carved blocks —	18	8	0
Patent wheels with moulded fellies — — —	3	19	0
New-pattern cylinder axletrees and boxes —	17	14	0
Round sides to the body — — —	2	0	0
Side lights, and one large back ditto, for glassess and shutters — — —	9	0	0
Lining of Morocco leather in lieu of cloth —	8	0	0
The trimmings, worsted and cotton lace, 4 inches broad, with the arms worked in them —	9	6	8
Treble folding steps — — —	2	10	0
A set of festoon curtains, with side drapery for the doors and front, and one ditto for the back light — — —	4	10	0
One set of ditto, with festoon tops only —	2	12	6
One set of Venetian blinds in lieu of shutters	2	15	0
One ditto ditto for the side lights	4	10	0
One large ditto for back light — — —	1	10	0
Two-inch wide arms-lace for glass frames	1	17	0
One set of small glassess and frames, and the frames covered with lace — —	6	13	0
One large glass, with lace-covered frame —	2	7	0
Five extra glass strings, or holders, to match the rest — — —	2	10	0
Carry over — — —	237	1	2

			£.	s.	d.
Brought over	—	—	237	1	2
110 feet of 6-8ths of an inch size moulding			17	17	6
60 feet of 3-8ths of ditto	—	—	5	2	6
Four silver scroll ornaments	—	—	8	0	0
Four large handsome ornaments for the top in lieu of head-plates	—	—	2	10	0
Four silver-plated nave-hoops	—	—	6	6	0
A standing or raised cornice	—	—	3	11	6
A pole-hook, plated	—	—	2	10	0
The hammer-cloth, as described		—	18	10	0
Two pair of arms-lace footman's holders, with ornamented tassels	—	—	2	16	0
The pannels high varnished	—	—	5	15	6
The mouldings gilt, and picked out three colours			5	0	0
Twenty-one feet of rich five-inch border		—	11	0	0
A pair of handsome swags of flowers, painted on the pannels	—	—	11	0	0
			337	0	2



SECT. 6.

VIS - À - VIS.

A NARROW, contracted coach on the seats, and where only two persons can sit facing each other, and is so called from the French: the advantage of it, independent of fashion, is its being so confined as to prevent the passengers being tossed about by the jolting of the carriage; and, by its being so narrow, they sit warmer than in other carriages; they

they are seldom used by any other than persons of high character or fashion, and are usually finished in a superior manner to what the generality of carriages are ; they are somewhat lighter in the bodies than a common Coach, and, the carriage part being made proportionable thereto, does not, in general, exceed the weight of a Chariot ; the expence may be proportioned between the price of a Coach and a Chariot.

The quantity of materials being less for a Vis-à-Vis than what is used for a Coach, the price is proportionably less, and to reduce them to a regular statement, is to deduct $\frac{1}{12}$ th from the value of a Coach, and either of the representations will serve to ascertain the price of a Vis-à-Vis by, if of the same description.

CHAP. IV.

POST-CHAISE AND CHARIOT.

A POST-CHAISE is a carriage intended only for expeditious travelling, and, for a close carriage, is the most pleasant; the view in front not being obstructed by a coach-box, nor the draught impeded by any cumbersome weight: lightness and simplicity are the principles on which this carriage ought to be built, if intended for post work only.

The custom of the driver's riding the near horse, in posting, has long prevailed, and the absurdity, it is feared, will not easily be got rid of, although it has been the destruction of so many good horses; for, it is evident, that if a man is a sufficient burden for a horse to travel with, to impose also an equal share of the draught of the carriage, with his yoked companion, must soon fatigue him, and impede the travelling thereby, unless the poor animal is scourged to exertion beyond his natural strength, to keep pace with the other horse; any simple contrivance on the carriage, for the driver to sit in, would

would lessen the fatigue, both to man and horse, and be more likely to promote speed.

Chariots are built exactly the same way as Post-Chaises, but are only so called from having an uniform coach-box, intended for town-use, and are usually built stronger than what would be necessary for a Post-Chaise, though frequently used for both purposes, and are then built between the two proportions: for small families, where only one carriage is kept, a Chariot, with a moveable coach-box, is to be preferred, being lighter, and more pleasant to ride in than a Coach.

SECT. I.

A PLAIN POST-CHAISE:

PLATE XXVII.

FAMILIES who often journey from place to place with post-horses, do well to furnish themselves with a Post-Chaise, although it saves nothing of the expences in travelling, whether with their own or post-master's carriage; yet a convenience, more than adequate to the expence of the carriage, is, in the end, to be met with, as the necessity of removing from one carriage to another, and shifting the luggage, is thereby avoided; an inconvenience

too great to be submitted to by any gentleman who can afford the additional expence of keeping their own Post-Chaise. A plain, light carriage is to be preferred, if only to be used for posting work, but if the journies are occasional, a chariot, with such a coach-box as can be removed, will answer the purpose best.

DESCRIPTION.

The *Carriage* is a perch ; with raised hind end, on short blocks ; a square trunk-boot ; a dashing leather over it ; common straked wheels ; common axletrees and boxes ; a trunk and cover on the hind platform.

The *Body* is plain, lined with second cloth, and common trimmings ; plate glasses, cloth-covered frames ; sliding seat-boxes ; mahogany shutters ; an occasional seat on the inside for a third person ; a Wilton carpet ; double folding steps. The *Painting* with *silver* ; a 3-8th moulding on the elbow and back rails, up the standing pillars, over the doors and front lights, and on the top of the back behind, measuring about 30 feet. The *Painting* plain. The *Braces* common, and English pole-pices.

PRICE

A NEAT TOWN CHARIOT.

53

PRICE.

	£.	s.	d.
The first charge for a perch post-chaise	93	1	6

EXTRAS.

Short hind blocks, plain	—	—	1	10	0
A square trunk-boot	—	—	5	0	0
A dashing or splashing leather for ditto	—	—	3	0	0
A large trunk behind, with inside straps and laths	—	—	3	19	6
Leather belts for ditto, 9 feet long	—	—	0	11	3
An oil, or painted, cloth cover for the trunk	—	—	0	10	6
A sliding seat for a third person	—	—	0	10	6
An octagon back-light frame	—	—	0	10	0
Eleven feet of 3-8ths of an inch moulding	—	—	2	12	6
			111	5	9

WITH A COACH-BOX.

For the value of a plain Chariot, deduct the price of the dashing-leather, the trunk and belts, with cover, and sliding-seat, and add the price of a common coach-box, hammercloth, and footman-holders, of the same description as that of the coach, and the amount is	—	115	3	6
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SECT. 2.

A NEAT TOWN CHARIOT.

PLATE XXVIII.

THERE is no carriage looks better than a genteel Chariot ; and, where much room for passengers is not necessary, none is more convenient, for,

E 3

being

being more light and airy than a coach, it is much to be preferred on that account : on it, as few or as many ornaments may be exhibited as on the Coach, and with as good an effect ; but, for a carriage in frequent use, it is best not to be too profuse with them, as it adds to the weight, and trouble in cleaning, as well as to the expence. To form a genteel Chariot, is to collect such materials as are light in their appearance, and of a fanciful device ; the more novelty, if not to extremes, the more genteel the carriage ; but as that is a matter of fancy, it must be left to the occupier of the carriage to make a choice ; what is now most fashionable will only here be noticed.

DESCRIPTION.

THE carriage is a perch, of the bent or crooked form, with iron-plated sides ; a whole wheel front ; an iron coach-box on a square trunk-boot, raised on neat, carved blocks ; a raised hind end, with neat short blocks ; a footman cushion, with plated mouldings to the frames, and carved hind standards ; hooped tyre wheels, with moulded felloes, and common axletrees and boxes.

The *Body* with round sides, a sword-case back, contrasted door-lights, lined with second cloth, trimmed with a $3\frac{1}{2}$ inch lace, swinging holders, a pair of silk squabs, plate glasses, with laced glass-frames, and silk spring curtains ; Venetian blinds ;
sliding

sliding seat-boxes; a Wilton carpet; double folding steps. The *Plating* with *silver*, a small 3-8th moulding, or quill-bead, in double rows round the side pannels, and in single rows round the front and door-lights; a 4-8th moulding all round the middle and roof, up the corner pillars, and sides of the doors, and along the bottom sides; 4 silver scroll ornaments; an octagon; and a pair of sword-case frames; a pair of plated thick joints, with barrel props and caps for them; eight silver crest head-plates, with silver circles; a set of cased plated metal wheel-hoops; a plated pole-hook, and check-brace rings; five Italian full-plated *Lamps*. The *Hammercloth* of livery, trimmed with a top row of $2\frac{1}{2}$ inch, a bottom row of one inch, and a middle row of four-inch lace, one bottom row of seven-inch ornamented fringe; four $3\frac{1}{2}$ inch double lace footman-holders; the *Painting* picked out two colours; the pannels polished; the arms on the doors and crests, on the quarters and stiles; the main and check *Braces* with whole buckles; a set of worm springs, with French pole-pieces.

PRICE.

	£.	s.	d.
First charge for a town chariot	93	1	6

EXTRAS.

A compass perch, iron plated on the sides	—	3	16	0
A whole wheel front	—	2	5	0
A raised fore end, with neat carved blocks	—	2	10	0
Carry over	—	101	12	6
E 4		A square		

	£.	s.	d.
Brought over	101	12	6
A square trunk-boot for an iron coach-box	6	0	0
An iron coach-box	10	0	0
Raised hind end, on neat carved short blocks	2	5	0
A footman-cushion plated at the top edge, with carved hind standards	6	18	0
Hooped wheels, with moulded fellies	1	19	0
The body with round sides	1	0	0
A sword-case back	2	10	0
Contracted door-lights	2	0	0
Swing holders, and other trimmings, $3\frac{1}{2}$ inches wide	1	18	0
A pair of silk squabs	2	12	6
A set of spring curtains	3	0	0
Ditto Venetian blinds	2	15	0
Laced glass-frame	1	10	0
Eighty feet of plated 2-8th moulding	5	0	0
Forty feet of ditto 4-8th ditto	4	10	0
An octagon, and a pair of sword-case frames	1	1	0
A pair of thick joints, with four barrel props and caps	4	14	0
A set of silver crest head plates, and silver circles	3	0	0
To a pair of ditto, extra	1	0	0
Four cases plated metal wheel-hoops	3	0	0
A plated pole-hock	2	2	0
Six plated check-brace rings	1	4	0
Five Italian round-side lamps, with plated heads and barrels	6	0	0
A hammercloth as described	11	0	0
Four double lace footman-holders	1	16	0
Main and check-braces, with whole buckles	0	10	0
Spiral or worm-springs	1	10	0
French pole-pieces	0	6	0
	192	13	0

SECT.

SECT. 3.

A LANDAULET, OR DEMI-LANDAU.

PLATE XXIX.

THIS carriage has the same advantage as the Landau, only that the number of passengers are proportionably less; but, for convenience, where only one carriage is kept, none exceeds it for country use. When a Demi-Landau is used open, the common sort of coach-box is objectionable, being so high as to take away the prospect in front, which is principally obscured by the coachman sitting there. A boot with a concealed chair, or coach-box, when used as a Landau, answers best. The common coach-box may be added occasionally for town use, the same as to a Post-Chariot: the mode of finishing will answer for any other description, except only the difference in price between a Post-Chaise and a Demi-Landau.

DESCRIPTION.

THE *Carriage* is a perch of the bent, or compassed form, plated with iron on the sides; a half-wheel fore end; a raised hind end, with plain plough handles, and a footman-cushion; a square trunk-boot; a light chair, or chaise body for the coach-

§8 A LANDAULET, OR DEMI-LANDAU.

coachman, fixed on the boot at the fore end, and hung on an iron bar which crosses the fore springs by short braces; straked wheels, common axletrees, and boxes. The *Body* a landaulet, with round sides, lined with second cloth, and trimmed with a three-inch lace; quilted sides; a sliding seat-box; Wilton carpet; double folding steps; plate glasses, the frames covered with a two-inch lace; Venetian blinds. The *Plating* with *brass*, a 4-8th moulding round the pannels, the middle, sides, and over the doors, along the back and front; two scroll ornaments, and two tip ditto; the body-loops plated on the four bolt heads; six fancy device head-plates; the joints, check-rings, pole-hook, and wheel-hoops plated; a pair of Italian lamps plated. The *Braces* common French pole-pieces; a set of double web footman-holders. The *Painting* picked out one colour; a plain fillet round the pannels 1 inch wide; the arms on the doors; cyphers with crests on the quarters, and crests on the sills.

PRICE.

	£.	s.	d.
First charge for a demi-landau	107	2	6

EXTRAS.

A compass perch, plated on the sides	—	3	16	0
A half-wheel front	—	1	3	0
A pair of plain plough handles	—	2	0	0
Carry over	—	114	1	6
		A footman-		

A LANDAULET, OR DEMI-LANDAU. 59

	£.	s.	d.
Brought over	114	1	6
A footman-cushion	2	2	0
A square trunk-boot	5	5	0
A chaise, or chair coach-box	10	0	0
Round fides to the body	1	0	0
The swing-holders, and other laces, three inches wide	1	2	0
Quilted fides	0	10	6
Lace-covered glass frames	1	10	0
Venetian blinds	2	15	0
Sixty-five feet of 4-8th moulding	3	13	1
Two scroll and two tip ornaments	0	5	0
Body-loop bolt heads, plated	0	5	0
Check-brace rings, ditto	0	5	8
Joints, ditto	3	3	0
Wheel-hoops, ditto	1	10	0
A pole-hook, ditto	1	1	0
A pair of Italian lamps	2	8	0
Painting of the body and carriage, picked out one colour	1	11	6
Forty-eight feet of one-inch plain fillets round the edge of the pannels	2	8	0
Arms on each door-pannel	0	14	0
Crests, with cyphers, on the two quarter ditto	0	11	0
Crests on the three stiles	0	9	0
	156	10	3

SECT. 4.

TRAVELLING POST-CHAISE.

PLATE XXX.

A POST-CHAISE, for travelling with on the continent, requires, like the coach, to be built strong, and finished with conveniences suitable for the journey; to enumerate all that are used would be superfluous; such as the conveniences of beds, cupboards, table, &c. &c. which are but seldom required; and as the construction of them is fanciful, the price to be charged for them cannot here be stated; therefore, only what is generally used will be valued. It is customary with the foreign post-masters to drive three horses abreast, and they are always furnished with shafts on purpose for the near horse to be placed in, for which it is necessary to have hooks fixed in the splinter-bar, for the shafts to be hung by. The number of horses used in travelling on the continent are proportioned to the luggage, for every trunk, or imperial to the carriage, another horse is put, or charged for.

DESCRIPTION.

THE *Carriage* is a crane-neck, with raised hind end, on plain, short blocks; a large platform
budget,

budget, with a trunk inside of it; a large trunk on the hind end; a drag-staff and chain; strong straked wheels; new-pattern axletrees, with double case boxes; the springs corded. The *Body* has a sword-case back, and is lined with second cloth; trimmed with $2\frac{1}{2}$ -inch lace, and swinging holders; quilted sides; double folding steps; a sliding seat-box; Wilton carpet; Venetian blinds; and cloth-covered glass-frames. The *Plating* with *silver*; an octagon, and a pair of sword-case frames; a 4-8th moulding all round the middle, up the corner, and standing pillars; Italian lamps, plain, and three in number. The *Painting* plain, with a cypher and crest on the doors only; the main and check *Braces* common, and English pole-pieces; a pair of safe braces and fixtures.

PRICE.

		£.	s.	d.
First charge for a crane-neck post-chaise	—	107	14	6

EXTRAS.

Axletrees, with double case boxes	—	21	15	0
A raised hind end, on plain short blocks	—	1	10	0
A platform, or luggage-boot	—	3	0	0
A pair of trunks, with inside straps and laths	—	7	19	0
Sixteen feet of strap-belts for both trunks	—	1	0	0
A drag-staff and chain	—	0	18	6
Cording the springs	—	1	1	0
A sword-case back	—	2	10	0
Quilted sides to the lining	—	0	10	6
Carry over	—	147	18	6

Swing-

		£.	s.	d.
Brought over	————	147	18	6
Swing-holders, and the lace $2\frac{1}{2}$ inches wide	—	1	11	6
Venetian blinds	————	2	15	0
An octagon and sword-case frames	————	1	1	0
Fourty-four feet of 4-8th mouldings	————	4	19	0
Three Italian flat-side lamps	————	2	12	0
A large broad well	————	2	12	6
A whole imperial	————	9	9	0
A large double cypher and crest on the doors	————	0	19	0
A pair of safe braces and fixtures	————	3	13	0
		177	10	6

SECT. 5.

AN ELEGANT CHARIOT.

PLATE XXXI.

CHARIOTS are, generally, finished handsomer than Coaches, and form a material part in all grand processions; the elegance of them lies principally in the carved and gilt ornaments to the carriage part, with rich and fanciful paintings to the body, and the insides lined with velvet, and bordered with silk trimmings, tassels, &c. the value of such a carriage can only be ascertained by the builder, whose fancy ought not to be restricted, but when limited to a certain price; the representation is rather out of the common style, and is built on the principle of a state carriage, but more exactly answers

answers the description of a Chariot for the hot countries, being light and airy for that purpose ; it being represented finished in a superior manner, does not imply a necessity for all to be so, that are built for the Indies, as they may be finished with conveniencies suitable to the place, but in as plain a manner as any other carriage, excepting only the necessity for side and back lights for the advantage of air : from 100 to 200*l.* for carving and gilling above what is here stated, a very elegant carriage may be built.

DESCRIPTION.

THE *Carriage* is a crane neck, with double-bowed cranes, and long swept fore ends, on which the iron coach-box is fixed ; a raised hind end, on handsome short blocks, with footman-cushion plated at the top and bottom edge, and extra handsome carved hind standards ; patent wheels, with moulded felloes, new pattern cylinder, axletrees and boxes. The *Body* with side lights, and a divided back light, with plate glasses, and Venetian blinds ; lined with Morocco, trimmed with silk crest lace ; handsome festoon curtains, with side drapery to all the lights ; a sliding seat-box ; a Wilton carpet ; and treble folding steps.

The *Hammercloth* of a second cloth, trimmed with a top and bottom row, or thirteen yards, of narrow, and one row, or nine yards, of broad four-inch

inch lace; with silk-embroidered arms in the middle: a top and bottom row, or thirteen yards, of seven-inch fringe, over which silk drapery, in festoons, is placed; double footman-holders, of lace, $3\frac{1}{2}$ inches wide, with handsome tassels. The *Plating* with *silver*, a broad 5-8th moulding round the pannels, the corners, pillars, and sides of the doors; a 3-8th moulding all round the door, the front and back lights; a pair of handsome ornamented head-plates; the body-loops plated on the whole outside surface; the check-brace rings, the worm springs, the out and inside wheel-hoops, and pole-hook plated. The *Painting* has the mouldings gilt or silvered, and picked out three colours; the *Body* is ornamented with a border all round the framing on the pannels, of the middling kind, five inches wide, with a large rich mantle on the sides and ends, having the arms and crests within; a high-varnished body; an oil-varnished carriage. The main and check *Braces* with whole buckles, and a pair of worm springs plated; a set of point-traps; French pole-pieces, with plated buckles.

PRICE.

	£.	s.	d.
First charge for a crane-neck post-chaise	107	2	6

EXTRAS.

<i>Carriage.</i> Double-bow cranes	2	15	6
Additional swept-up fore end to the cranes	3	3	0
Carry over	113	1	0
			An

AN ELEGANT CHARIOT.

65

	£.	s.	d.
Brought over	113	1	0
An iron coach box fixed on the cranes	10	0	0
A raised hind end, with handsome short blocks	3	0	0
A footman-cushion, with plated top and bottom frames, and hind standards	7	18	0
Extra carved ornaments to ditto	5	0	0
Patent wheels, with moulded felloes	3	19	0
The body with round sides	1	0	0
Two side and one back divided light	9	15	0
Lining of Morocco leather	6	0	0
Silk crest-lace for the trimmings	5	0	0
Extra for the small teaming laces, being of silk	2	12	6
Two sets of festoon curtains, with side drapery	7	7	0
Venetian blinds in lieu of shutters	2	15	0
An extra set of Venetian blinds for the side and back lights	4	10	0
A set of glasses and frames for ditto	5	5	0
Four extra holders for glasses	2	8	0
Treble folding steps	2	10	0
A hammercloth, as described	17	17	0
Double-laced footman-holders, $3\frac{1}{2}$ inches wide	2	4	0
Seventy feet of 5-8th plated moulding	9	12	6
Fifty-six feet of 3-8th ditto	4	18	0
Two scroll, and two tip ornaments, of silver	0	14	0
Two handsome head-plates of silver embossed	2	8	0
The hind body-loops on the whole outside surface plated	3	13	6
The fore ditto, ditto	2	2	0
Four check-brace rings plated	0	16	0
A set of worm springs ditto	6	10	0
The inside and outside wheel hoops ditto	10	6	0
A pole-hook ditto	2	2	0
Carry over	255	3	6

F

The

	£.	s.	d.
Brought over	255	3	6
The wood mouldings gilt, and picked out three colours, and otherways ornamented	5	0	0
Fifteen feet of a middling ornamented border, four inches wide, all round the pannel framings	13	10	0
The arms and crests on the side-pannels, in large rich mantles, with coronets	6	0	0
High varnished pannels	4	4	0
The carriage varnished after painting	0	15	0
Whole buckles to the main and check braces			
A set of point-straps, with plated buckles	0	8	0
French pole-pieces, with ditto	0	12	0
	£. 285	12	6

SECT. 6.

A SULKEY.

A SULKEY is a light carriage, built exactly in the form of a Post-chaise, Chariot, or Demi-Landau, but, like the Vis-à-vis, is contracted on the seat, so that only one person can sit thereon, and is called a Sulkey, from the proprietor's desire of riding alone. The advantage peculiar to this is the lightness in draught; and, by being so small within the body, the passenger sits more warm, and less incommoded by the jolting of the carriage. In the value of these carriages there is nothing reduced from that of the chariot, &c. but in the proportion

proportion of the materials, which are less in quantity, and make a difference of about one-twelfth less in the price than what is stated for the other carriages; therefore, the value of a Sulkey, finished to any of the patterns described, may be ascertained from either.

CHAP. V.

ON PHAETONS.

PHAETONS, for some years, have deservedly been regarded as the most pleasant sort of carriage in use, as they contribute, more than any other, to health, amusement, and fashion, with the superior advantage of lightness, over every other sort of four-wheeled carriages, and are much safer, and more easy to ride in, than those of two wheels.

The sizes and constructions of Phaetons are more various than any other description of carriages, which gives fancy a greater scope; - but the sizes are mostly proportioned to the sizes of the horses for draught, whether by ponies, or one or two horses; so that a separate description of the three sizes of phaetons, built with perch and crane-neck carriages, of the best designs which are at present in use, will make it necessary to represent two of each size, viz. a perch and crane-neck, with the different ornaments and conveniences, making, in all, six descriptions, variously finished, sufficient to direct a choice, and ascertain the value of almost every sort of them. The form of the
bodies,

bodies, for either phaetons, curricles, or gigs, makes no difference in the price; the iron-work, or loops to the step-piece, and gig bodies, the sword-cases, and doors, are the only things which make the prices vary any thing material. The shape for either body may be reversed from the one represented, regarding only the size according to the intention of draught, whether with large horses, gallowses, or a single horse, adding or reducing the ornaments at pleasure.

LARGE, OR HIGH PHAETONS.

AS by the size of the horses for the draught, the size of the phaeton is mostly regulated; a large phaeton is peculiarly convenient to those who keep either a coach or chariot; as the same horses which draw the one are of a size adapted to the other, and the greater variety of carriages may be kept without increasing the number of horses; the patterns, sizes, and heights of those phaetons are usually followed by the public from such as are introduced by persons of high rank, and whose skill in driving, and judgment in carriages, are most distinguished; the height of those phaetons makes it necessary to add strength to support the weight, and are usually, on that account, built as heavy as a common perch

chariot; but, according to the present mode, they are not built of that extravagant height which they hitherto have been; it is usual in those high phaetons to have the bodies placed directly over the fore wheels, the principal advantage of which is in the command the driver has over the horses, but are more difficult to mount and dismount, and, on a short lock, are more likely to be overturned than if the weight was suspended between the four bearings or axletrees.



SECT. I.

A PERCH HIGH PHAETON.

PLATE XXXII.

A PHAETON with a perch carriage may be built on a larger scale than if with a crane-neck, and not be so heavy; the advantage of turning is not so great, yet the safety is greater, as the perch prevents the fore carriage from locking so far under as in crane-necks, whereby the danger of overturning is avoided, by having a large base for the forewheels to stand on. As the danger arises from the situation of the body being directly over the bearings of the fore axletrees, and when those bearings are removed to a parallel with the centre of the carriage, as in crane-neck carriages they are, the safety

safety then depends only on the chance of even ground, or that the weight of the body and passengers does not preponderate over the weight of the hind part of the carriage; the longer the carriage, the greater is the safety, by the space being wider between the bearings.

DESCRIPTION,

THE *Carriage* is a perch, with the sides plated with iron; a whole-wheel front; a square *trunk*-boot; hind and fore spring-blocks; a hind platform, raised with blocks; straked wheels; common axletrees and boxes.

The *Body*, a long-tail chair back, with sham doors and sword case; *lined* with second cloth, and *trimmed* with two-inch lace; a square, fixed *head*, lined with second cloth; a large, fixed knee-boot; a sliding seat-box; and a treble folding-step for occasional use. The *Plating with silver*, a half-inch moulding round the sham doors, the front and back of the head, and on the knee-boot at bottom, and round the sides of the trunk-boot; a pair of sword-case half frames; and fancy device head-plates. The *Painting* picked out two colours, with a rich fillet round the pannels; the arms on the back, and crests on the side pannels and foot-board, painted small; the main and check *Braces* common; a pair of cross check braces; and English pole-pieces.

	PRICE.			
First charge for a large perch phaeton	—	£.	s.	d.
		47	19	6
	EXTRAS.			
The sides of the perch plated with iron	—	2	10	0
A whole-wheel front	—	2	5	0
A square trunk-boot	—	5	5	0
A hind platform raised with blocks	—	1	10	0
A pair of hind spring-blocks	—	4	4	0
A pair of fore ditto	—	1	0	0
Sham doors	—	0	15	0
A sword-case	—	1	10	0
A square, fixed head, lined with cloth	—	10	0	0
A knee-boot fixed on the footboard	—	2	4	0
A treble folding, or hanging step	—	3	3	0
Thirty feet of plated moulding	—	3	7	6
A pair of half sword-case frames	—	0	6	0
A set of fancy device head-plates	—	1	5	0
The painting of the body and carriage picked out one colour	—	1	5	6
Japanning the doors and sword-case	—	0	10	6
Twenty-six feet of rich fillet painted round the pannels	—	3	5	0
The arms on the back, and crests on the side pannels and footboard, painted small	—	0	14	0
		£. 92	19	0

SECT. 2.

A LARGE CRANE-NECK PHAETON.

PLATE XXXIII.

THIS being more weighty than a perch phaeton, is more solid on its bearings, but as the body is hung over the fore bearings, or axletree, great care should be observed in turning short, lest by the height of the body, and weight of the passengers, it should overset, which is the only danger to be apprehended from them ; on every other account they are to be preferred, as being a pleasant and easy vehicle to ride in, and, for appearance, has much the superiority over every other kind of open carriages in use. They are peculiarly convenient for gentlemen to travel with, who are fond of driving ; and as many conveniences for carrying luggage may be added, as would be necessary for a long journey, almost as many as to a travelling post-chaise. The expence for building such a carriage, in the superior manner, and furnishing with conveniences, is very great, and nearly on a par with the chariot.

DESCRIPTION.

THE *Carriage* is a crane neck, with a square trunk-boot, raised on neat carved blocks ; a large platform

platform budget behind, raised with blocks ; large hind and fore spring-blocks, neatly carved ; patent wheels with moulded fellies ; patent cylinder axle-trees and boxes.

The *Body*, a step-piece with springs at the fore end ; real doors ; and a sword case ; a round head, made on a frame to take off, with a pair of wings to put on occasionally ; a knee-boot to take off, lined with superfine cloth, and trimmed with a $2\frac{1}{2}$ inch lace ; a Wilton carpet ; a double step to hang on occasionally. The *Plating* with *silver*, with small 2-8th moulding, in double rows, all round the pannels, the door, and sword-case ends. A large 5-8th moulding round the front of the head, the top and bottom behind, and round the sides of the boot ; six silver scroll ornaments ; the check-brace rings ; the collars, and star bolt-heads of the body-loops : the outside wheel-hoops ; pole-hook and worm-springs, plated.

The *Painting* ornamented with rich striping ; mantles, with small arms and crest, on the pannels, which are highly varnished ; the mouldings of the carriage picked out three colours ; the sword-case and doors japanned ; the carriage varnished ; the *Braces* common, with whole buckles ; the pole-pieces French ; a set of splinter-bars mounted with plated iron-work.

PRICE.

A LARGE CRANE-NECK PHAETON. 75

PRICE.

First charge for a large crane-neck phaeton — £. s. d.
61 9 6

EXTRAS.

A square trunk-boot	—	—	5	0	0
Neat fore budget-blocks	—	—	2	10	0
A raised hind platform	—	—	1	10	0
A platform or luggage-boot	—	—	8	0	0
Large hind spring-blocks	—	—	4	4	0
Large fore ditto	—	—	1	0	0
Patent wheels with moulded fellies	—	—	3	19	0
Patent cylinder axletrees and boxes	—	—	22	4	6
A set of splinter-bars	—	—	1	5	0
Real doors	—	—	2	0	0
A sword-case back	—	—	1	10	0
A pair of single elbow springs	—	—	1	0	0
A round head, lined with cloth, made on an iron frame	—	—	13	10	0
A pair of wings with plated frames	—	—	3	15	0
A knee-boot to take off occasionally	—	—	2	4	0
A hanging-step with double treads	—	—	2	2	0
The lining with superfine cloth	—	—	2	0	0
Trimmed with a 3½ inch lace	—	—	0	10	6
Fifty feet of 2-8th plated moulding	—	—	3	6	6
Twenty-six feet of 5-8th ditto	—	—	3	9	6
Six silver scroll ornaments	—	—	1	4	0
Six check-brace rings plated	—	—	1	4	0
Four star-heads to the body-loops, ditto	—	—	0	10	0
Four collars for ditto	—	—	1	12	0
A pair of worm-springs, ditto	—	—	3	0	0
A set of wheel-hoops, ditto, with cased metal	—	—	3	0	0
A pole-hook, plated	—	—	1	18	0

Carry over — 158 17 6

The

			£.	s.	d.
Brought over	—	—	158	17	6
The ferrels and loops for the splinters-bar, plated			1	15	0
The pannels painted with 9 feet of rich ornament- ed striping	—	—	4	10	0
Four small mantles, with the arms and crests in each	—	—	2	12	0
The pannels high varnished	—	—	2	10	0
The mouldings of the carriage picked out three colours	—	—	2	5	0
The carriage varnished	—	—	0	15	0
A pair of point-straps	—	—	0	3	0
A pair of crofs check-braces		—	0	10	6
French pole-pieces, with plated buckles		—	0	11	0
			£.	174	10 0

MIDDLE-SIZED PHAETONS.

ALTHOUGH there are no established rules for the size of phaetons, yet a proportion should be observed according to the size of the horses, whether fifteen, fourteen, or thirteen hands high; as the appearance of both ought to be conformable to each other, therefore a middling-sized phaeton, to the middling, or galloway, sized horses, suits best; many persons are very partial to this size of equipage, being less formidable in the appearance than the high, and more elegant than the low, phaeton; from the moderate size of them, they are, in general, called ladies' phaetons, and are best adapted for

for their amusement. Although there is no rule for hanging the bodies, yet, as they are called ladies' phaetons, in regard to their personal safety and ease, it is necessary to describe such a mode of hanging as shall effectually secure both.

SECT. 3.

A MIDDLE-SIZED PERCH PHAETON.

PLATE XXXIV.

SMALL horses in a light carriage are more expeditious on their journeys than heavy horses with a heavy carriage, therefore a plain, light perch phaeton, with suitable horses, is more likely to be expeditious, and less expence, if not incumbered with too many superfluities.

DESCRIPTION.

THE *Carriage* a perch, with fore spring-blocks ; a middle-sized platform budget ; straked wheels ; common axletrees and boxes. The *Body* a chair back, half paneled, with sham doors and sword-case ; lined with second cloth, and a two-inch lace ; a Wilton carpet ; a drop seat-box ; a pair of wings ; and a fixed knee-boot. The *Plating* with *silver*,
a half

78 A MIDDLE-SIZED PERCH PHAETON.

a half-inch moulding round the doors, and on the footboard for the knee-boot; a pair of half sword-case frames. The *Painting* plain, with a small crest and cypher on the pannels; the mouldings of the carriage picked out one colour; common *Braces*, and English pole-pieces.

PRICE.

	£.	s.	d.
First charge for a middle-sized perch phaeton	42	8	0

EXTRAS.

A pair of large fore spring-blocks	—	1	0	0
A middle-sized platform budget	—	6	0	0
Sham doors	— — —	0	15	0
A sword-case back	—	1	10	0
A drop seat-box	—	0	7	6
A pair of wings, middle-size	—	1	12	0
A fixed knee-boot, ditto	—	2	0	0
Sixteen feet of plated moulding for the doors and knee-boot	— — —	1	16	0
A pair of half sword-case frames	—	0	6	0
The painting of the carriage picked out one colour	— — —	0	15	0
A small crest and cypher on the two side pannels		0	10	0
		£.	58	19 6

SECT. 4.

A CRANE-NECK MIDDLE-SIZED PHAETON.

PLATE XXXV.

TO unite safety with the other properties of a crane-neck carriage, is to suspend the body behind the bow of the cranes, so that the weight may be between the bearings; this can only be effected by a longer carriage, whereby the command over the horses is not so great, as if the body was more forward; yet it is otherwise preferable on account of its ease and safety, and those who are partial to phaetons, and cannot drive, may have a fixed, or temporary, seat for the coachman, concealed in a budget, or as described in the plate; a long carriage is objected to by many persons, on a supposition of a vast increase in the draught, which is erroneous: the only material increase is, the additional weight of the materials of the carriage, being somewhat longer, and of course made stronger than if otherways, to support the weight: the increase of draught therefore is principally owing to the increase of weight, but the carriage has much the advantage in its appearance.

DESCRIPTION.

30 A CRANE-NECK MIDDLE-SIZED PHAETON.

DESCRIPTION.

THE *Carriage* a crane-neck, with double-bow cranes; a raised hind end, on neat short blocks, and a footman's cushion with a plated top edge; a trunk-boot, and large fore spring-blocks; light chaise coach-box; double steps; hooped tyre wheels; common axletrees and boxes. The *Body* a tub-bottom shape, with sham doors; lined with second cloth, trimmed with a three-inch lace; a round, or waggon, fixed head and knee boot; a Wilton carpet; a sliding seat-box; a driving-box; and a deep cushion, with a plaited, or puckered fall, trimmed with lace. The *Plating* with *silver*, a 3-8th moulding all round the sham doors, the head, and footboard for the knee-boot; the check-rings, pole-hook, and wheel-hoops, plated. The *Braces* common, with an additional pair of cross check ditto.

PRICE.

	£.	s.	d.
First charge for a crane-neck middle-sized phaeton	54	6	0

EXTRAS.

Carriage with double-bowed cranes	2	2	0
A raised hind end with neat short blocks	2	5	0
A middle-sized trunk-boot	3	10	0
Carry over	62	3	0
	* A light		

A CRANE-NECK MIDDLE SIZED PHAETON. 81

	£.	s.	d.
Brought over	62	3	0
* A light chair coach-box	9	0	0
A pair of large fore spring-blocks	1	0	0
A footman's cushion plated at the top	2	18	0
Double steps	0	14	0
Hoopd tyre wheels	1	5	0
Sham doors	0	15	0
A driving seat-box	0	10	6
Trimmings of a three-inch lace	0	7	0
A round, or waggon, head, lined with second cloth	0	12	0
A knee-boot	2	0	0
The cushion made of an extraordinary depth, with a fall trimmed with lace	0	12	0
Thirty feet of 3-8th plated moulding	4	12	6
Six check-brace rings, plated	1	4	0
A pole-hook, ditto	1	18	0
A set of wheel-hoops, ditto with cased metal	2	10	0
Eighteen square feet of middling ornamented striping of the zig-zag pattern on the pannels	6	5	0
The arms and crests painted in mantles on the back pannels	0	18	6
The moulding of the carriage picked out two colours	1	11	6
French pole-pieces	0	6	0
A pair of cros check-braces	0	10	6
	101	12	6

* This being much smaller than what is used to post-chaifes, it should be reduced from the original price, which is 10l.

SECT. 5.

PONEY, OR ONE-HORSE PHAETON.

PLATE XXXVI.

A PAIR of ponies from twelve to thirteen hands high are about equal for draught with a horse of fifteen, and a phaeton of the same weight is equally adapted for either; excepting only, that each should be built of a proportioned height, for the advantage of both horse and driver. A low phaeton and a high horse, are equally as absurd as a high phaeton and a low horse, yet timid and infirm people prefer low phaetons; the infirm, because they are easy of access; and the timid, because they are more easy to escape from in time of danger, without considering that the danger often arises from not having a proper command of the horse, when any accident occurs to startle him. Those phaetons are frequently designed for one horse, or a pair of ponies, and sometimes for one or two horses alternately, a medium should then be observed in the building, that it be neither too high for the ponies, nor too heavy for the one horse; a pole and shafts are then necessary, the pole for the pair, as usual, and the shafts for the single horse; but the single horse should never be used without a breeching.

Poney

Poney phaetons are pretty equipages, and are best adapted for parks only ; for, by being so low, the passengers are much annoyed by the dust, if used on the turnpike roads ; and one-horse phaetons, where one horse only is kept, are much to be preferred to any two-wheeled carriage for safety and ease, but are heavier in draught ; to allow for that, it ought to be built as light as possible to be safe with.

SECT. 6.

A LIGHT ONE-HORSE, OR PONEY BERLIN
PHAETON.

PLATE XXXVII.

FOR a safe, light, simple, and cheap, four-wheeled phaeton, the Berlin is to be recommended in preference to any : it is a crane-neck carriage, with the body fixed thereon, at such a distance between the bearings as to be perfectly safe. The crane necks are made of wood, and are called shafts, on which a half-panneled chaise is fixed, and the carriage is united to the hind axletree by a pair of grasshopper springs, on which depends the ease in riding ; the only objection to it is, on account of the distance the passengers are from the horse, which, though it gives but an indifferent

command of his head, secures them from the danger of his heels. The shafts, or cranes, are also very liable to break at the bend, as it is nearly impossible to find timber that is grown to the shape; the chance of breaking arises from the grain being crossed, by cutting it away to form the bow necessary for the wheels to pass under, and are obliged to be secured by iron plates, which even seldom prove sufficient: the value in its first charge may be considered equal to that of a small perch phaeton, and by being more simple in its principle, there is less occasion for additions to be made in the expence.

DESCRIPTION.

THE *Carriage* a Berlin, with wooden cranes supported on grasshopper springs; two bars framed at the hind end; a whole wheel front; a pair of single steps, and one-horse shafts; straked wheels; common axletrees and boxes. The *Body* a half-panneled whiskey, or chaise; lined with second cloth: trimmed with two-inch lace; an oil-cloth at the bottom; and a pair of wings. The *Painting* picked out one colour.

PRICE

PRICE.

	£.	s.	d.
The first charge the same as a small perch phaeton	37	8	0

EXTRAS.

A pair of wings	—	—	1	10	0
The mouldings of the body and carriage picked out one colour	—	—	1	2	6
			<u>40</u>	<u>0</u>	<u>6</u>

SECT. 7.

A ONE-HORSE, OR PONEY PERCH PHAETON.

PLATE XXXVIII.

CARRIAGES built with iron cranes are mostly too heavy for one horse, or ponies, and perch carriages, on that account, are preferable; iron cranes being also more expensive, become likewise an objection; a short carriage for the purpose looks best, but affords little room for the hanging, unless the body is placed over the fore wheels, which is neither safe nor easy; the body between the bearings is much to be preferred, having both those advantages, which is owing to the form and situation of the springs.

DESCRIPTION.

THE *Carriage* a perch, with shafts for one horse, and pole, with pole-pieces, for a pair of ponies; the fore and hind springs of the scroll form, raised on neat blocks; a whole-wheel fore-end; straked wheels, ten and twelves; common axletrees and boxes.

The *Body* a half pannel, tub-bottom shape; with sham doors; a sword-case; and a drop seat-box; lined with second cloth, and trimmed with a $2\frac{1}{2}$ inch lace; a Wilton carpet; a round, or waggon, fixed head, and knee-boot. The *Plating* with silver, a 3-8th moulding all round the sham doors, the front and back of the head; and a pair of sword-case frames. The *Painting* of the body picked out two colours; crests painted on the side pannels.

PRICE.

	£.	s.	d.
The first charge for a small-sized perch phaeton	37	8	0

EXTRAS.

Pole and pole-pieces (besides shafts)	—	1	5	0
A whole wheel front	—	1	10	0
Small hind spring-blocks	—	2	2	0
Large fore ditto	—	1	1	0
Scroll springs behind and before	—	2	2	0
The body with sham doors	—	0	15	0
Ditto, with sword-case back	—	1	10	0
Carry over	—	47	13	0

The

A SOCIABLE.

87

	£.	s.	d.
Brought over	47	13	0
The lining trimmed with a $2\frac{1}{2}$ inch lace	0	2	6
The lining quilted	0	10	6
Round or waggon head	12	0	0
A knee boot	1	18	0
Thirty feet of 3-8th moulding	2	17	0
A pair of sword-case frames	0	9	0
The painting picked out two colours	1	4	0
Two crests on the side pannels	0	6	0
	£. 67	0	0

SECT. 8.

A SOCIABLE.

PLATE XXXIX.

A SOCIABLE is a phaeton with a double or treble body, and is so called from the number of persons it is meant to carry at one time. They are intended for the pleasure of gentlemen to use in parks, or on little excursions with their families: they are also peculiarly convenient for the conveying of servants from one residence to another.

The bodies may be constructed so as to hang on the carriage of a coach or chariot, after removing its own body, and no other expence is then incurred but that of the Sociable body itself, which may be made on a very simple plan, if it is only required for an occasional convenience; but if the car-

riage is built with, and only for, the body, it may also be built very light and simple, although they carry many passengers; but as they are intended for country use only, and in fine weather, they need not be more heavy than a common phaeton, and a great convenience for large families may be formed at a little expence, except the duty.

DESCRIPTION.

THE *Carriage* is built the same as a large crane-neck phaeton, with a raised hind end, on short plain blocks; large fore spring blocks; flaked wheels, ten and twelve spokes; common axletrees and boxes.

The *Bodies* are three in number, with drop seat-boxes to each, and a sword-case to one; they are all built on one large bottom formed to the shape of the crane, and are in value the same as three single tub-bottom chaise bodies. The sides are cane instead of pannel; they are lined on the rails; with cushions on the seats, and seat-falls; trimmings plain; two oil-cloths for the bottom; a draw folding step on each side; a square fixed head to the hind end, a large jointed umbrella for the centre of the two fore ones; a common knee-flap for the front body; a large knee-flap, which buttons across the four elbows, which covers the vacant space between the two bodies. The *Painting* picked out one colour to body and carriage.

PRICE.

PRICE.

This differing from the common sort of carriages, a first charge cannot be collected from the tables in this volume, but a reference to the separate parts, which are stated in the other, will prove the value to be as here stated.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
<i>Body.</i> Three tub-bottom shape chaise bodies	19	10	0
A sword-case back	1	10	0
Three drop-seats	1	2	0
The lining for the three cane bodies of second cloth, and plain trimmings	10	0	0
A square fixed head	10	0	0
A jointed umbrella	2	2	0
Two middle-sized knee-boots	4	0	0
Double sliding steps to fold	3	0	0
Two oil-cloths for the bottom	0	15	0
Painting and picking out three cane bodies	3	15	0
Japanning a sword-case	0	7	6
<i>Carriage.</i> A crane-neck large phaeton carriage	33	10	0
A set of straked wheels, tens and twelves	6	5	0
A pair of plain blocks	1	10	0
A pair of large spring-blocks	1	1	0
A pair of main braces, four feet long, each 2½ inches wide, with plated half buckles	1	0	6
A pair of check braces	0	6	0
The painting of the carriage plain	1	15	0
	£.	101	10 0

Caned bodies are usually lined on the top rails only, and then but one-third of the price stated for linings can be charged.

SECT. 9.

SHOOTING PHAETON.

PLATE XL.

THIS, like the Sociable, is an uncommon carriage, but also peculiarly convenient for the purpose designed, which is that of shooting from. Gigs have been commonly used for the occasion, but this being more steady, and carrying more conveniencies than a Shooting Gig, is much to be preferred. There has not been many of them built, but as there is every reason to suppose that they may be found useful, the different views of them are here represented for the purpose of shewing their various conveniencies, and giving proper information concerning the manner of building them. The manner of hanging the body makes it not only easy but steady; and although described only for this, yet may be adapted to any other carriage.

The construction of the carriage part is exactly like that of a phaeton. The body is a half-pannelled chaise, fixed on a platform, and of a sufficient width for two persons to sit in; at a distance behind it is an encircled chair body, fixed on the same platform, which can only contain one person to sit in. The bodies are placed at a convenient distance
from

from each other, in order to give room between them for a sunk bottom, or well, for carrying fowling-pieces or game. When used for shooting, the gentleman occupies the back seat, and the servant drives; at other times, the gentleman drives and the servant sits behind. The ends of the well and boots are bevelled to each others form, for the advantage of room; in the boot the dogs may be carried, but their situation is more comfortable and easy under the seat of the fore body, which may be railed on purpose. They are useful carriages, at other times, to travel with, and the servant may (without riding on horseback) be also carried in a situation that is proper, comfortable, and convenient at call.



THE DIFFERENT VIEWS OF THE SHOOTING PHAETON.

SEE PLATE XXXIX.

A. The Carriage. B. The Body, shewing its platform by a dotted line at Fig. 2, on which the bodies are framed. C. The driving body made of a width for two persons. D. The shooting Body made of a width for one person only. E. The springs, which are of the double elbow, placed across the bottom. F. The iron work to which
the

the springs hang by short iron loops. G. The bevelled boots. H. The well for the guns and game. I. The kennel for the dogs.

Fig. 1. The Side.

Fig. 2. The Top.

Fig. 3. The Front.

Fig. 4. The Back Views.

DESCRIPTION.

THE *Carriage* a middle-sized perch phaeton; flaked wheels, ten and twelve spokes; common axletrees and boxes; a whole wheel front; two middle-sized boots. The *fore Body* a half-pannelled chair, with a sword-case and sham door. The *hind Body* a low chair seat, covered round with japanned leather; each lined with cloth, and trimmed plain; both fixed on a long platform, in which there is a large well; an oil-cloth at the bottom of the fore body; small wings to both; two pair of check *Braces*; four strong compass-irons fixed to the sides of the boots for the springs.

PRICE,

PRICE.

FROM THE FIRST VOLUME.

	£.	s.	d.
The carriage a middle-sized perch phaeton —	18	0	0
A set of wheels straked tyre, ten and twelve spokes — — — — —	6	5	0
A whole wheel-front — — — — —	1	15	0
Two middle-sized trunk-boots — — — — —	7	0	0
Four strong compass-irons for the springs to hang by — — — — —	2	2	0
A platform-bottom for the two bodies, and a well at the bottom for the fowling-pieces	5	5	0
The fore body, a whiskey — — — — —	5	5	0
A sword-case and sham-doors to ditto — — — — —	2	5	0
The lining the body with second cloth, and plain trimmings — — — — —	5	0	0
The hind body, a small simple chair, with a plain lining — — — — —	7	10	0
A pair of wings, small size — — — — —	1	10	0
An oil-cloth for the body — — — — —	0	7	6
Painting the carriage — — — — —	1	11	6
Painting the body the same as two whiskeys — — — — —	3	0	0
	£.	66	16 0

CHAP. VI.

TWO-WHEELED CARRIAGES.

FOR lightness and simplicity two-wheeled carriages are preferable, but are less to be depended on for safety ; the smallness of their price, and the difference of expence in the imposed duty, are the principal reasons for their being so generally used. They are not so pleasant to ride in as phaetons, as the motion of the carriage frequently gives uneasiness to the passengers. Not having the advantage of the fore wheels, they are neither so safe in their bearings, nor so easy to turn about with, and are therefore inconvenient where the turnings are narrow. There are two descriptions of two-wheeled carriages ; the curricule which is used with two horses, and the chaise that is used with one horse only. The one-horse chaises are of different patterns, and are distinguished by a variety of names, but mostly by the gig and whiskey, in which there is a material difference ; but both the curricule and chaise, like other carriages, are finished in various fanciful ways, agreeably to the taste of the occupier, or the prevailing fashion of the times.

The

The bodies of two-wheeled carriages are exactly the same as the bodies of phaetons, and either pattern of the bodies may be used to either carriage by the alteration only of the height or form of the springs.

SECT. I.

CURRICLE.

CURRICLES were ancient carriages, but are lately revived with considerable improvements; and none are so much regarded for fashion as these are by those who are partial to drive their own horses; they are certainly a superior kind of two-wheeled carriage, and, from their novelty, and being generally used by persons of eminence, are, on that account, preferred as a more genteel kind of carriage than phaetons; though not possessing any advantage to be compared with them, except in lightness, wherein they excel every other, having so great a power to so small a draught. They are built much stronger and heavier than what is necessary for one-horse chaises, and the larger they are the better they look, if not to an extreme. They are often made to be used with one or two horses, and are convenient when made so for travelling; for if, by accident, one horse fails, the
other

other may proceed with the carriage, as with a one-horse chaise, having the harness also suitably contrived. It is only for occasional purposes that it can be recommended, as a proper proportioned curricule for two horses is much too heavy to be frequently used with one.

SECT. 2.

A CHANGEABLE CURRICLE, OR CURRICLE
GIG

PLATE XL.

THIS is a kind of carriage which may be used alternately as curricule or gig, being lighter than a common curricule, and so may be used with only one horse, and being longer in the carriage than a common gig, makes the appearance more uniform with that of a curricule, when used as such. If this carriage is properly constructed, it need not be too heavy for one horse, and a convenience is thereby obtained, to those who keep but two horses, of having one at rest while the other is at work, so that a fresh horse is always ready for use. Heads, trunks, and dashing-leathers, look best for curricles when drawn by two horses, but as they add to
the

the weight, they may be so made, as to be easily removed when drawn by one.

DESCRIPTION.

THE *Carriage* made with shafts and a pole, for alternate use; a light dashing leather in front; a small platform-boot behind; straked wheels; common axletrees and boxes. The *Body*, a step-piece, with sham doors, and sword case; lined with second cloth; trimmed with two-inch lace; a pair of wings, with plated frames; and a middle-sized knee-boot. The *Plating* with *silver*, a 4-8th moulding round the sham doors, on the footboard, and at the top of the sword-case back. The *Painting* of the body and carriage picked out one colour, and crests on the side pannels. The *Braces* in front placed round the fore springs, with jacks fixed on the bottom of the body; common pole-pieces.

PRICE.

		£.	s.	d.
First charge for a curricule made a gig	—	39	13	9

EXTRA S.

A dashing-leather in front	—	2	10	0
A small platform-boot behind with wood sides		3	0	0
Sham doors	— — —	0	15	0
A sword-case back	— —	1	10	0
The trimming of a 2½ inch lace	—	0	3	6
A pair of middle-sized wings, with plated frames		3	2	0
Carry over	—	50	14	3
H		A middle;		

		£.	s.	d.
Brought over	—	50	14	3
A middle-sized knee-boot	—	2	0	0
A pair of sword-case frames	—	0	9	0
Twenty feet of 4-8th moulding	—	2	5	0
The body and carriage picked out one colour		0	19	6
Japanning the doors and sword-case	—	0	10	6
Two small crests on the side pannels	—	0	6	0
Five feet of two-inch brace for the fore springs		0	10	0
A pair of small spring-jacks	—	0	15	0
		£. 58	9	3

SECT. 3

A FIXED OR PROPER CURRICLE.

PLATE XLI.

THE proprietors of this sort of carriage are in general persons of high repute for fashion, and who are, continually, of themselves, inventing some improvements, the variety of which would be too tedious to relate; those only will be noticed which are best calculated for ease and safety; the whole weight of the carriage resting on the pole, it principally depends on it for both; and to it the contrivances are mostly applied, either to relieve it from the weight of the carriage, or give ease to the rider, which may be done by springs, or a rope, fixed to, or a joint in, the pole; as there is something

thing of novelty in the use of the rope to these carriages, it is the most prevalent contrivance in use. To hanging the body of a curricule with ease, every attention should be paid, and it is mostly with high, light springs, and long braces, that this is effected, with the body low between the framings of the carriage, which is built long and strong; such a curricule is the most fashionable in use.

DESCRIPTION.

THE *Carriage* a Curricule, for two horses only; a dashing-leather in front; a small-sized platform-budget behind; the new-pattern cylinder axletree and boxes, the axletree cranked or bent to admit the body hanging low; patent wheels, with moulded fellies; a long rope, united with a double brace and buckle at the fore end of the pole, and a single brace at the other end, which is fixed to a jack on the axletree, and, by means of the brace and jack, the rope is drawn very tight; near the bearing, a piece is buckled close between the pole and the rope, and keeps it at a proper distance, by this contrivance the pole is released from the weight; and, by the elasticity of the rope, the rider has more ease; and, by the pressure of the weight on the rope, which is fixed on the axletree, it is of some advantage to the draught.

The *Body* a chair back, with sham doors, and a sword-case; long springs fixed underneath, and hung to the inner fore bar by a loop; lined with a second cloth, and trimmed with a three-inch lace; quilted sides; and an extra deep cushion; a driving-box; a round or waggon head, with curtains; and a knee-boot of a middle size. The *Plating* with *silver*, a small-sized quill, or 2-8th size moulding, in double rows, round the sides of the pannels and doors; a 4-8th moulding on the bottom edge of the bottom sides, round the head, and on the knee-boot; a pair of sword-case frames; four silver scroll ornaments; a pair of plated check-brace rings; a pair of plated worm-springs, and a pole-hook; the joints of the head plated. The *Painting* of the carriage picked out three colours; the pannels high varnished; the doors and sword-case japanned; arms, crests, and mantles, on the three pannels; and a pair of cross check braces.

PRICE.

First charge for a curricie	—	—	£.	s.	d.
			37	10	6

EXTRAS.

A platform budget	—	—	4	0	0
A dashing leather	—	—	2	10	0
New pattern cylinder axletrees and boxes	—	—	8	10	0
Patent wheels with moulded fellies	—	—	2	0	0
Carry over	—	—	54	10	6
			A crank		

PROPER CURRICLE.

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			£.	s.	d.
Brought over	—	—	54	10	6
A crank axletree	—	—	1	0	0
The rope and apparatus	—	—	3	3	0
Sham doors	—	—	0	15	0
Sword-case back	—	—	1	10	0
A pair of elbow springs, three feet long	—	—	3	10	0
The trimmings of three-inch lace	—	—	0	5	0
Quilted lining	—	—	0	10	6
Extra for a deep cushion and plaited fall, trimmed with lace	—	—	0	8	0
A driving-box	—	—	0	12	0
A round head, lined with cloth	—	—	12	0	0
Cloth curtains for ditto	—	—	0	18	0
A middle-sized knee-boot	—	—	2	0	0
Fifty feet of 2-8th moulding	—	—	3	2	6
Thirty feet of 4-8th ditto	—	—	3	7	6
A pair of sword-case frames	—	—	0	9	0
Four silver scroll ornaments	—	—	0	16	0
A pair of check-brace rings, plated	—	—	0	8	0
A pair of worm-springs, ditto	—	—	3	0	0
A pole-ring, ditto	—	—	2	12	0
The head-joints, ditto	—	—	8	8	0
			£.	103	5 0

SECT. 4.

THE NEW-PATTERN CURRICLE.

PLATE XLII.

FROM the novelty of curricles the number of them is daily increasing, and like every other thing, which is a prevailing fashion, excites the speculation of ingenious men to alter and improve.

Curricles, which are only drawn by two horses, cannot be materially injured in the draught by the additional weight of springs, and other conveniencies, which are intended either to give ease, or make the carriage more secure to travel with, those are the apparent properties of the patent Curricles, but as they have been so lately constructed, a positive proof of their real or superior advantages over the other sort cannot as yet be ascertained, with sufficient accuracy, so as to justify a full recommendation, further than that the mechanical ingenuity in the construction of them merits a trial from those whose circumstances can afford the increased difference of expence, which, with their being also more complicated, and thereby more subject to be out of order, are, at present, the only
likely

likely objections to hinder their general use; but both these objections, by experience and practice, may be removed; yet, as they are not common, nor likely to be so from the great difference of price, they may, on that account, be preferred by a few persons who chuse to appear distinguished.

DESCRIPTION.

THE material difference of this Curricie from others, is in the carriage part only, and that chiefly at the fore end, where there are both shafts and pole for a double security, so that if the pole should break, the shafts may support the carriage. The shafts A. are united to the fore bar B. with strong joints at C. for the purpose of extending outwards. The fore bar and shafts are formed to the shape of the horse, and strengthened in the bend with strong iron plates at top and bottom, and also with broad flat plates at the sides, fixed on the outside of the fore bar, and main side of the carriage, to strengthen the framings; each main side has a piece of about five inches cut out at D. and are supported together by flat spring-plates E. at the top and bottom, fixed with a bolt through each division F. and G. the purpose of which is to lessen or ease the motion of the carriage by the trotting of the horses; the fore springs H. are not fixed to the fore part of

the carriage as usual, but to the axletree, and has a long tail, I. extending backward, which is united with a stay, K. which clips the eye at the loop, and is fixed to the bottom of the axletree; a bottom stay, L. the same as common, fixes the carriage to the axletree, which is supported by a raiser, or block, between each. At the bottom of the body a double stay body-loop is fixed, and hangs to a brace which goes along the back of the spring, and is fixed in a jack, P. at the hoop, a small spring plate, Q. is fixed to the fore bar for the check braces, which is fixed to the bottom, or body-loop stay; a compass spring plate, S. is fixed to the hind spring stay head, with a loop at the top for the hind check braces to pass through, which is fixed to a loop at the stay head: the hind part is mostly hung, as common, from whip springs by long braces, which are fixed by spring jacks, having also worm, or spiral, springs between them.

The draught sometimes is taken from roller-bolts fixed on the fore bar, the same as the coach or chariot splinter-bars, but are mostly from short splinters, which are curved to the shape of the fore bar, and are each fixed to the axletree by a long trace, V. which makes the draught more steady and easy, than if taken from the fore bar, as usual.

There is also another pattern Curricie, made on a principle something similar to this, but with some pretended

pretended improvement, the principal object of which is to do away the necessity of the pole, the sliding-bar, and the props, by having two pair of shafts, in which the horses are separately placed, and are supported by the harness in the same manner as one-horse chaises usually are; those shafts act on a semi-circle, at the fore part of the carriage, instead of rule joints, and at about the middle are jointed with spring joints, for the points to be turned down in the manner of a clasp knife, to form a rest for the carriage instead of the prop; and also, that if one of the horses should fall, the points of the shaft fall with him without injury, or incommencing the other horse, further than stopping him, in consequence of the accident.

By what is represented of the former new-pattern Curricie, the principle of this may be easily explained. The dotted line describes in what manner the shafts turn down, and how they become a substitute for the pole.

The price for either of the two may be reckoned, as an advance for the invention, of from 40 to 50*l*.

From the complexity and expence of both patterns, it is much to be doubted if either ever becomes general; yet as a few of them are in use, it is necessary to satisfy the public with a description, without injuring the proprietors or public, by detracting

tracting from, or recommending either, in preference to the common sort.

The proprietors of each invention make alterations upon every one they build, so that these descriptions cannot be expected to be so correct in every particular, yet the principle of both is nearly described.

CHAP.

CHAP. VII.

O N G I G S.

GIGS are one-horse chaises, of various patterns, devised according to the fancy of the occupier ; but, more generally, means those that hang by braces from the springs ; the mode of hanging is what principally constitutes the name of Gig, which is only a one-horse chaise of the most fashionable make ; Curricles being now the most fashionable sort of two-wheeled carriages, it is usual, in building a Gig, to imitate them, particularly in the mode of hanging. The Gig mostly hangs from the middle of the hind pillars, and is built as light and easy as possible ; all one-horse chaises, that are neat and fancifully constructed, are named Gigs, and called by the name that the body is distinguished by ; such as a step-piece, a tub-bottom, or a chair-back Gig, &c.

SECT. I.

A CHAIR-BACK GIG.

PLATE XLIII.

INDEPENDENT of fashion, this is the neatest sort of a one-horse chaise in use, and affords much room for luggage, both in the body and on the carriage. To burthen a one-horse chaise with superfluous weight is very improper; but as it is only on necessary occasions that luggage may be wanted, the conveniencies for carrying them may always remain, without being of much incumbrance, and the carriage has a more genteel appearance thereby. Fixing the body to the fore springs prevents its being so easy to ride in, as if it were hung by braces, or by springs fixed under the body; but that the difference may be understood is the reason of its being thus represented, as they are frequently so built.

DESCRIPTION.

THE *Carriage* with a pair of hind spring-blocks; a small platform-budget behind; straked wheels; common axletrees and boxes.

The *Body* a chair back, with sham doors, and sword-case; lined with second cloth; trimmed with

A CHAIR-BACK GIG.

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with $2\frac{1}{2}$ inch lace ; a sliding seat-box, and a carpet ; a round fixed head, and a knee-boot of a small size ; a small platform-budget. The *Plating* with *silver*, a 4-8th moulding round the sham doors, the head and knee-boot ; a pair of sword-case frames. The *Painting* of the body and carriage picked out one colour ; the arms on the back, and the crests on the two side pannels. The *Braces* common.

PRICE.

			£.	s.	d.
First charge for a Gig	—	—	31	14	6

EXTRAS.

A pair of small hind spring-blocks	—	—	2	2	0
A small platform-budget, with wood sides	—	—	3	0	0
A sword-case back	—	—	1	10	0
Sham doors	—	—	0	15	0
Trimmings $2\frac{1}{2}$ inches wide	—	—	0	2	6
A round head lined with serge	—	—	10	0	0
A small knee-boot	—	—	1	18	0
Thirty feet of 4-8th plated moulding	—	—	4	2	6
The mouldings of the body and carriage picked out one colour	—	—	0	19	6
Japanning the doors and sword-case	—	—	0	10	6
The arms and the two crests	—	—	0	11	0
			£. 57	5	6

SECT.

SECT. 2.

THE GIG CURRICLE.

PLATE XLIV.

THE two-wheeled carriage, which is intended to be principally used with one horse, and only as by chance with two, should not be built more heavy than the common Gig, and the shafts so contrived, as when placed together, they may form a pole, which will save incumbrance, and be always ready, on any emergency, for the carriage to be converted to either purpose. As the pole requires to be of a much greater length than the shafts, it has been common to have an additional socket-end, to fix on the shafts; but as that is an incumbrance to travel with, it is best to have the shafts of a length sufficient to answer the purpose of a pole, which is done by having three sockets on the carriage, A. B. C. instead of two, for the shafts to be fixed in to a greater length, and the two middle sockets for the pole should be made to receive the shafts at those parts which fit to the two hind sockets, B. and C.; and the pole-ring to fix on the points of the shafts, when united as a pole, which makes all snug, and easy to change about for either purpose.

These Curricles are very convenient where the
roads

roads will not admit horses abreast, as all the apparatus may be easily reversed, for the horses to draw in team.

DESCRIPTION.

The *Carriage* a gig curricie, with a small trunk-boot behind, raised on small plain blocks; a light dashing-leather in front, with a pocket; C-formed plain springs behind, French-horn springs before, with jacks to both; and a long single main brace, which goes round each spring, along the bottom of the body, and fixed only to the jacks, by which the body is raised or lowered, and removed either backward or forward at pleasure, which makes the riding very easy; double steps; common axletrees and boxes.

The *Body* a long-tail, tub-bottom, half-pannelled Gig, lined with leather, and plain trimmings; a drop seat-box; a Wilton carpet; small wings; and knee-boot. The *Plating* with *brass*, a 3-8th moulding all round the framing, and for the knee-boot; a pair of wing-frames; four check-rings: and a pair of nave wheel-hoops plated. The *Painting* ornamented with $1\frac{1}{2}$ inch plain border; a small mantle on the three pannels, with the crests in each; the painting picked out one colour. The *Braces* twelve feet additional length.

PRICE.

PRICE.

		£.	s.	d.
First charge for a Gig Curricie	—	86	3	0

EXTRAS.

A small trunk-boot	—	—	2	10	0
A pair of small plain blocks	—	—	1	0	0
A light dashing-leather, with a pocket	—	—	2	0	0
Two pair of small spring jacks	—	—	1	10	0
A pair of double chaise-steps	—	—	0	14	0
Leather lining	—	—	2	0	0
A small knee-boot	—	—	0	18	0
A pair of small wings	—	—	1	10	0
Forty-four feet of 3-8th moulding	—	—	0	18	0
Four check rings	—	—	0	8	0
A pair of nave wheel-hoops	—	—	0	12	6
Twenty feet of 1½ inch plain border	—	—	1	10	0
Three small mantles, with crests in each	—	—	1	4	0
Twelve feet of two-inch main-braces extra	—	—	1	4	0
			£. 54	1	6

CHAP. VIII.

WHISKIES OR CHAIRS.

WHISKIES are one-horse chaises of the lightest construction, with which the horses may travel with ease and expedition, and quickly pass other carriages on the road, for which they are called Whiskies. The principles on which they are built are the most simple and light; any thing which adds to the weight or complexity should, in this carriage, be particularly avoided; to give ease in riding, and lightness in draught, are the main objects which ought to be attended to; they, being principally intended for lightness, need not be furnished with that extraordinary number of springs which are used for other carriages, and from which the bodies are suspended; the springs of this carriage are fixed on the axletree, and on the springs the carriage is placed, and with the carriage the body is united, so that all the dependence for ease is on the springs from the axletree, which, if properly manufactured, and of sufficient length, gives as much ease to the rider as those which are differently formed, and, in some instances, more, as they are not subject to

such frequent vibrations as are in others so frequently experienced. They are now the most prevailing fashion of two-wheeled carriages, and are lighter and cheaper than any other.

SECT. I.

A CANE WHISKEY,

PLATE XLV.

CANE Whiskies are the lightest and cheapest of all others, and have, for summer use, a light, airy appearance; they are not so strong as pannel bodies, but are less in the expence for painting and lining, and are principally intended for country use in fair weather; so that heads and knee-boots, which add to the weight and expence, are judiciously avoided; but if found necessary to have them, the whiskey should be built stronger than otherwise.

DESCRIPTION.

THE *Carriage* plain; common axletrees and boxes; straked wheels. The *Body* cane, with a drop seat-box; lined with second cloth; the top rails only trimmed; a pair of small wings. The
Painting

A HALF-PANNEL WHISKEY.

115

Painting of the body and carriage picked out one colour.

PRICE.

First charge for a cane whiskey	—	—	£.	s.	d.
			22	12	6

EXTRAS.

A drop seat-box	—	—	—	0	7	6	
A pair of small wings	—	—	—	1	10	0	
				£.	24	10	0

SECT. 2.

A HALF-PANNEL WHISKEY.

PLATE XLVI.

THIS carriage is built exactly like the last, excepting with pannels instead of cane-work, and is lined throughout with cloth; the pannels are a great addition to the strength, and it is therefore better to bestow on it the expence of a head, a knee-boot, or whatever other conveniencies may be found necessary, than on the other chaise; it being a light, small carriage, to load it with much luggage would not only spoil the appearance, but injure the carriage for use; yet it may be urged that, as they are of so light a draught, more convenien-

cies than in other chaises may be carried with it, without being more heavy in draught, but they should be judiciously placed, according to the strength, and on such parts of the carriage as are best suited to bear them.

DESCRIPTION.

THE *Carriage* a Whiskey, with a small platform budget, made with wooden sides; a light dashing-leather in front; double steps; hooped wheels; common axletrees and boxes.

The *Body* with a drop seat-box, sham doors, and a sword-case; a square head lined with serge; a small knee-boot; the lining with second cloth, trimmed with $2\frac{1}{2}$ inch lace; quilted sides; and a Wilton carpet.

The *Plating* with *silver*, a 3-8th moulding round the sham doors and pannels, round the head, and for the knee-boot; a pair of sword-case frames. The *Painting* of the body and carriage picked out one colour; the sham doors and sword-case japanned; a cypher and small crest on the two side pannels.

PRICE.

	£.	s.	d.
First charge for a half-pannel whiskey	—	24	9 0

EXTRAS.

A small platform budget with wooden sides		3	0 0
A light dashing-leather in front	—	1	15 0
Carry over	—	29	4 0
		Double	

	Brought over	£.	s.	d.
	—	29	4	0
Double steps	—	0	14	0
Hooped tyre wheels	—	0	10	0
A drop seat-box	—	0	7	6
Sham doors	—	0	15	0
A sword-case back	—	1	10	0
A square head lined with serge	—	8	10	0
A small knee-boot	—	1	18	0
The trimming 2½ inches wide	—	0	2	6
The lining quilted	—	0	10	6
Forty feet of 3-8th moulding	—	3	10	0
The painting of the carriage and body picked out one colour	—	0	17	6
Two small crests and cyphers	—	0	10	0
		£. 48	19	0

SECT. 3.

THE GRASSHOPPER, OR THREE-QUARTER
PANNEL CHAISE, OR WHISKEY.

PLATE XLVII.

THIS is a very ancient pattern of a chaise, but an exceeding good one, as all the framings form an agreeably-connected line; it is exactly on the same principle as the whiskey, which was built from them, having the springs, in the same way, fixed to the axletree, and the body united with the carriage,

but only different in its shape; the framings of the body, being much wider, shews more pannel, which extends to the shafts at the corners, and are arched up, in an agreeable form, between the bearings: they have a more solid appearance than the whiskey, and are, on that account, preferred by some persons, and, in particular, by those called Quakers, and for that reason are by some called Quakers' Chaises, and, by others, Serpentine, or sweeped-bottom Chaises; as they are built on so near a principle with the last-described carriage, there is nothing more to recommend them than the design, and the superior strength on account of the pannels filling most of the framings.

DESCRIPTION.

THE *Carriage* a whiskey pattern, with double steps; straked wheels; common axletrees and boxes.

The *Body* a three-quartered pannel, lined with second cloth, and trimmed with a two-inch lace; a Wilton carpet; an inside seat-box; and a pair of small wings. The *Plating* of silver, a pair of wing-frames, and wheel-hoops. The *Painting* of the body and carriage picked out one colour; three middle-sized crests on the pannels.

PRICE.

PRICE.

First charge for a half-pannel whiskey	—	£.	s.	d.
		24	9	0

EXTRAS.

Double steps	—	—	—	0	14	0
The body extra above the whiskey	—			2	2	0
A pair of small wings with plated frames	—			2	15	0
A pair of wheel-hoops, plated with casfed metal				1	5	0
The painting of the body and carriage picked out						
one colour	—	—	—	0	17	6
Three middle-sized crests	—	—	—	0	10	6
				£.	32	13 0

SECT. 4.

THE WHISKEY CURRICLE.

THE Whiskey Curricie is made exactly in the same way as the Gig Curricie, and a further representation would be usefefs; it is in the carriage part only where the alteration lies; the Whiskey Curricie is only intended to be used with a pair of small, light horses, or one occasionally. It is principally intended for expeditious travelling. The price to be charged in addition to those already stated, for either cane or pannel whiskey is 4l.

SECT. 5.

A TANDUM.

MANY people imagine a Tandum to be a one-horse chaise of a peculiar form, whereas it is only two horses in a team, or one before the other, to draw a two-wheeled chaise; where the roads are very bad and heavy, it is necessary to add one horse in this way to relieve the other and promote speed; but, like many things which have been introduced by accident, it is now become a fashion from its novelty; it can, however, only be used by those who are expert in driving, unless the fore horse is rode by a postillion; as there is a convenience in having the chaise so contrived, it is to be recommended to all, being only a loop fixed to the point of each shaft, for the leading horse to be fixed to; and, if never wanted for that purpose, is necessary to preserve the points of the shafts from wearing by rubbing on the ground, as may be frequently observed.

The expence to be charged in addition for a chaise with loops, for tandum use, is 5s.

SECT. 6.

A BUGGY.

A BUGGY is a cant name given to phaetons or chaises which can only contain one person on the seat ; they are principally intended for lightness in draught, for the rider to sit snug in, and to preclude the possibility of an associate ; mostly used by out-riders.

They are built like other phaetons or chaises, and to ascertain their value, is to subtract one-twelfth from the statement of a common-sized carriage, finished to any pattern.

SECT. 7.

THE RIB CHAIR, OR YARMOUTH CART.

PLATE XLVIII.

FOR lawns or parks these sort of chaises have been mostly used, and, for that reason, do not require to have springs, or to be lined, as they are frequently left out, exposed to the weather ; they are sometimes made to go on four wheels, and are made very low and light, with the rim of the wheels

wheels broad, and rimmed with a thin plate of sheet iron, so as to prevent them making a track on the ground which they roll over; they are of a variety of shapes, but the most general is the one described, which now seems to be a prevalent fashion among the gentry as a substitute for the whiskey, and, for that use, are obliged to be built stronger than what would be sufficient for a Garden Chair; whatever may be the motive for using this carriage in preference to the whiskey, certain it is, that if a carriage in the shape of a wheelbarrow was, by accident, introduced, it would become a fashion, independent of either appearance or ease, neither of which these new-fashioned garden-chairs possess, when used on the roads, unless built upon springs, and lined as other carriages are; but, as they are likely to become general, one of the common sort will be described.

DESCRIPTION.

THE *Carriage* is built in the form of a whiskey, but without springs, and is raised from the axle-tree by short blocks, or raisers, and strengthened by short iron stays; the wheels are straked tyre, with ten spokes; common axletrees and boxes. The *Body* is made on a solid board, which is the seat, round the back and sides of which the ribs are fixed, and also in the top rail, which is of a semicircular form. This seat is fixed on with two
light

THE RIB CHAIR, OR YARMOUTH CART. 123

light iron props behind, and two broad wooden props before, made in the shape of the bottom part of a sham door; a cloth cushion for the seat, and a heel-leather to shelter the legs behind.

PRICE.

	£.	s.	d.
The carriage a whiskey, deducting the price of the grasshopper springs	6	10	0
A pair of straked wheels, tens	2	15	0
The body, including the cushion and heel leather	4	10	0
The painting the same as a cane chair	1	19	0
	£.	15	14 0

They are sometimes made on an inferior plan, so as not to exceed the price of 10 or 12l. by having the words 'A Taxed Cart' painted on the back will save the duty; some are made equal to the value of a high-finished chair, with springs, &c. But, as a caution to the public, for personal safety, it is necessary to observe, that many of these chairs are made by country wheelwrights and carpenters, of very bad materials and workmanship, in order to sell them at a low price in London, and thereby injure the fair trader, who, for a reasonable profit, will not produce a bad article.

CHAP. IX.

THE COVERINGS.

AFTER a carriage has been finished, it appears like an imposition to add any thing further as extra charges ; yet there are some things which, though no way essential to the carriage, are materially so to the horses, the coachman, and passengers : therefore, as they are matters of convenience, though not of necessity, they ought to be charged for ; yet many scruple to pay for them, supposing them to be impositions ; and, though but trifling, separately, yet, when added together, amount to a sum which becomes an object. It is all leather-work, and principally for covering the splinter-bar rolls, the treads of chaise-steps, and the points of the shafts, or the vacant space behind the coachman's legs, called heel-leathers.

SECT. I.

SPLINTER-BAR ROLLS COVERING:

THE use of covering splinter-bar rolls is to make them safer for the coachman to step on, to prevent the horse being hurt by rubbing against them, and also to prevent any rattling by the trace-rings; they are sometimes covered on the cap or top only, or on the cap and roll, or cap, roll, and bottom on the splinter-bar, according to the several conceits of the builder or coachman. The top or cap only is what is principally covered.

SECT. 2.

POLE COVERING AND STUFFING.

THE covering and stuffing the pole is for the purpose of preserving the horse from injury by his rubbing against the sides of the pole. They are frequently covered at two places, the hip and shoulder parts, but mostly at the shoulder only; the covering is a stout, but soft, piece of leather, nailed on the top and bottom, and stuffed, or padded, on each side; it is, in general, about
twenty-

twenty-seven inches long, and is of great service to the horse, by preventing him from being galled.

SECT. 3.

TREADS OF CHAISE-STEPS COVERING:

THE covering the treads of chaise-steps is to prevent the accident of slipping off, and thereby hurting the leg of the person while getting in or out of the carriage; and for the purpose of looking neater than the plain iron tread would do. Sometimes they are covered round the back part of the step, and forms a case to prevent the leg from slipping through, which would probably be of dangerous consequence.

SECT. 4.

POINTS OF THE SHAFTS COVERING.

THE covering the point of the shafts is to prevent them rubbing the shoulders of the horse; they are only covered, but without any stuffing, and preserves them from any injury by frequent handling

ing

ing and rubbing, when placing them in the tugs of the harness.

SECT. 5.

HEEL LEATHERS.

HEEL Leathers are for the purpose of sheltering the legs of the coachman from cold; they also prevent the coachman from slipping through between the footboard and seat, without which he most likely would do. They are broad pieces of leather, which cover all the vacant space between the footboards and the framed cross-bars, to each of which they are nailed. Those for Salisbury boots have flaps, or checks, at the sides.

PRICE OF COVERINGS AND HEEL LEATHERS.

THOSE coverings and heel leathers, in particular for Salisbury boots, are included by some in the price of coach-box, or carriage; but as by many they are made extra charges of, and are not included in the former statements, it will be necessary to state their value here, in particular, as they are not always used.

SPLINTER.

SPLINTER-BAR ROLLS.

			£.	s.	d.
Covering the four caps	—	—	0	6	0
Covering the four rolls	—	—	0	4	0
Covering the top of the splinter-bar on each end, and the middle where the splinter-bar rollers are fixed	—	—	0	4	0

POLE COVERING.

Covering and stuffing the shoulder part	—	0	9	0
Ditto at the shoulder and hips	—	0	18	0

CHAISE STEP.

Covering the treads of a pair of chaise single steps	—	0	4	0
Covering the four treads of a pair of chaise double steps	—	0	8	0
Covering round the back part of the steps to pre- vent the feet from slipping through	—	0	8	0

SHAFTS POINTS COVERING.

Covering the points of a pair of chaise shafts	—	0	4	0
--	---	---	---	---

HEEL LEATHERS.

A heel-leather for a common coach-box	—	0	10	6
A heel leather and cheeks for a Salisbury coach- box	—	0	15	0

CHAP. X.

ON HARNESS.

THE manufacturing of harnesses by coach-makers is equally as inconsistent, as the building of coaches by harness-makers; and, though joined together, as mentioned in the Introduction, under the general title of coach-makers, yet, as there noticed, are very different professions; but one material circumstance, in favour of having the harness made at the coach-maker's is, that the furniture both to carriage and harness may be suitable to each other, and now that they have become experienced, through practice, it is best always to have the harness manufactured by them for the sake of propriety, in matching both together, and readiness in the execution.

The principal properties of a harness are simplicity and sufficiency, of which there is but little variation, except in the increase of size, the ornaments, or dress; harness made for common work should not be incumbered with any superfluities, as the less a horse is burdened with trap-

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pings,

pings, with the more ease and freedom he performs his work. The appearance of that noble animal, so handsome by nature, is not much, if at all, improved by dress, though it certainly is a great ornament to the equipage, to have the harness display a grandeur equal with it; and one advantage is, that the extra ornaments, strap-pings, breechings, &c. may, at any time, be taken off, or put on at pleasure, without any injury to the remaining necessary parts, so that simplicity or grandeur may, at any time, be preferred, as the proprietors choose. Harness, within these few years, has much increased in the breadth of the leather of which it is made, almost double to their former size, and the great advance on the price of that article, is the principal reason for the increased price on harness, independent of the expence of the ornaments, which now are mostly plated with silver, when formerly they were only brass; so that the increased price, and size of leathers, and the odds of silver-plated furniture, makes almost double the price, in general, on harness.

The present fashion of harness is to bestow an extravagant superfluity on the head of the horse, contracting and gagging it, to a severity, with sharp bits, bridoons, and chains, which, in time, harden the mouth to almost an insensibility of feeling;

feeling; besides ornamenting with ear-bows, rings, roses, &c. so that, with the furniture, the head of the horse imitates much the head-dress of a French lady, while the posteriors are left sans-culotted; breechings are of no use to them but in hilly places, false belly-bands being an exceeding good substitute, and are now mostly used instead thereof.

SECT. 1.

OF THE LEATHER, AND PROPORTIONS OF
HARNESS IN GENERAL.

THE leather of harness is of one sort, but of different sizes, the traces of a thick and double, and the reins of a thin size, the strapping and collars between both. Very good leather should be selected, in particular, for the reins, which to risk would be madness. The belly part of a hide should not be used but for lining between two straps to give them a proper thickness, as it is of a soft, spongy quality, and of so little strength as not to be depended on.

Coach, chariot, or phaeton harness, are all made alike, and, if for the same size of horses,

are cut the same in breadth, the difference of strength may be given in the substance, according to the weight of draught; but as the sizes of coach and chariot horses, and the draughts are generally different, the leather should also be proportioned, both in width and thickness. For a coach, with the horses sixteen hands high, the traces are $2\frac{1}{2}$ inches wide, the collars six, the breechings five, the strappings $1\frac{1}{2}$, the reins one inch. For a chariot, the horses fifteen hands high, the traces $2\frac{1}{4}$, the collars five, the breechings $4\frac{1}{2}$, the strappings $1\frac{1}{2}$, the reins 7-8ths. Large phaeton harness the same as the chariot; but small, or poney, phaetons, the horses $13\frac{1}{2}$ hands high, the traces two inches wide, the collars four, the breechings $3\frac{1}{2}$, the strappings $1\frac{1}{4}$, and the reins 7-8ths; therefore, to prevent unnecessary repetitions of the variety, they will be described under three heads, viz. large, middle, and small, each of the above proportion. Curricule and chaise harness is of the same breadth as the common-sized phaeton, though lighter in proportion to the draught required.

THE HARNESS DESCRIBED.

A. the housings or pad, a small saddle cut in different shapes, but mostly of a long square; it is

is made of two thickneses of leather, for the top, sewed together, with a thin plate of sheet iron between, which, when bent, keeps it to its form; at the bottom is a soft pad, or cushion, to lie easy on the horse's back, in the top of which the sockets are fixed, in which the territs are screwed, and by which the cushion is fixed to the top. The watering-hook is fixed in the centre at the front, and fastened between the top and the pad, the top is mostly ornamented with rims or plates; on each side, and at the middle behind, a short strap is fixed between the top and the pad, and is fastened by the hook and territ-screws; in each strap a bridge is sewed, to which is fastened the Newmarket and crupper straps.

B. the crupper, a long strap with a loop or dock at the back end, which fixes under the horse's tail, the fore end is looped through the housing bridge, and buckled about the middle; under the buckling part a broad piece of leather is sewed to prevent galling. The crupper-dock is mostly stuffed, or filled, with a tallow candle, to make it easy for the horse's tail. On the crupper-strap is fixed the different strappings which hold up the breeching or traces.

C. the breast-collar, a broad strap against which the horse opposes his breast for the pur-

pose of draught, all round the middle of which is sewed an additional strap to strengthen the other, near the middle whereof is sewed the dee, for the pole-piece to be looped through; and at each end of the collar a strong buckle is fixed for the traces and breeching to be fastened by; two square pipes are sewed on near the buckles, and receive the point of both.

D. the Breeching, a broad strap of leather which goes round the horses breech; on each end are two strong, long straps, sewed about two-thirds of the distance round the breeching-strap, and extend to the collar buckles, to which they are fastened; its use is for the horse to set his strength against, and back the carriage by.

E. the Traces, the two strong leathers, of double or treble thickness, by which the carriage is drawn; a square, bent ring is sewed in the end, which, with the trace, forms a loop to hitch round the splinter-bar rolls: it is buckled to the collar along with the breeching-strap.

F. the Back-Strap, a strap which crosses the horse's back, is looped to the crupper-strap; and buckles to the tugs to hold up the traces.

G. the

G. the Hip-Strap, a strap with a piece cut out of the middle, by which means it is sewed together, to lie obliquely on the horse's hips; it is fixed to the crupper, and buckles to the tugs of the breeching to hold it up.

H. the tugs are short straps, with buckles and loops sewed upon a broader piece of leather to prevent galling the horse, and are sewed to bridges in the breeching or collar, and buckled to the back, hip, or neck-strap. The trace-tugs are loops for the trace to run through and hang by, with a buckle at the top to receive the back-strap.

I. the Newmarket strap; a strap with a buckle and loop, by which the collar is hung to the housings, at a proper distance; it is placed round the collar-buckle and housing-bridge.

K. the Belly-band, supposed to be one, but is two straps of leather, by which the harness is fastened on the horse; each strap is fixed in the housing between the top and the pad by the screws and terrets; the long side is broad, with a roller buckle and loops sewed under a narrow ley; the short side is broad at the top, but is reduced to a narrow strap at the bottom, to suit the buckle, this is girded tight round the horse's belly,

ly, and makes fast the housings, to which most of the harness is hung.

When breechings are not used, back-straps are not necessary, except for the traces; when a harness is much ornamented, there are several back-straps, but one is as much as is necessary, and even that is by some omitted.

This is the body part of the harness necessary for the purpose of drawing by; the other is the head part, or bridle, by which alone the horse is managed.

L. the Winker, a broad leather on each side the bridle, which prevents the horse from seeing any way but before him. They are almost of an equal size for length and breadth; made of two pieces of leather sewed together, with tin or thin iron plates between them to preserve their shapes; the outsides are mostly ornamented with plates, pieces, or frames, the same as the housings, and are cut in a form to match them. On each side of the winkers is sewed a strap, with a buckle at the top, a strap and a buckle, with a billet, at the bottom, to hold the bit; this strap is called the check of the bridle: at the top of the outer part of each winker is sewed a strap, which buckles to the head-stall, and is called a winker-strap.

M. the

M. the Head-Stall, or Crown-Piece, is a broad strap which lies on the top of the head, in which the head-ring is screwed : about one-third of the length at each end of this strap is cut up in the middle, to make two straps at each end, one to hold the winker, the other the throat-band, in the middle of this strap is sewed a buckle which receives the winker-strap.

N. the Front, or Forehead-Piece, a broad strap to go round the forehead, sewed in four loops, two at each end, which receives the four straps of the crown-piece ; this strap is mostly covered with taping.

O. the Reins, are the long straps with which the horse is guided, and are the most material parts of the harness to be regarded for quality, which should be of the very best leather, made from 7-8ths to one inch wide. They are called the long hand-reins, the coupling, and the bearing-reins. The long hand-reins are what the horses are guided by ; they are made with a buckle and billet at each end, by which they are fastened to the outside of each horse's bit. At about the middle, on the inside, two buckles are fixed to receive the coupling reins, which are what both horses are checked by, so as to turn one way, being fastened from the rein of one horse to the bitt of the other ; they are buckled

to

to the inside of the long rein, and crossing each other, are buckled to the inside of each bit ; the bearing-rein is what prevents the horse from holding his head down ; it is a short rein, with buckles and billets to be fastened to the bit with, and is hitched with a hook on the housings, it being necessary to have it lengthened or shortened at times ; it is made with a short side-piece which has a buckle to receive the end of the long side, and is thereby taken in, or let out, at pleasure.

P. the Throat-Band, a narrow, short strap, with a buckle at each end : its use is to keep the bridle fast ; it is placed under the throat of the horse, and is buckled to the straps of the crown-piece.

What is thus described is a sufficient quantity of harness to be used with any four-wheeled carriage, but there are few made without some superfluities, which are also necessary to be described, and likewise what are necessary for two-wheeled carriages.

Q. the false Belly-Band, a broad strap, with a buckle and billet at each end, which is placed under the horse's belly, and buckles to the rim of the collar-buckle, on each side, to tighten and
keep

keep the collar down, so that a breeching need not be used, except in very hilly places, and there are some drivers who will not use the breeching, but it is not so safe; the crupper-strap, when a breeching is not used, ought to be very strong, as a great stress lies on it and the Newmarket straps.

R. a Heam, a Round or Neck Collar, is a thick, padded collar made to fit, and fit easy round the horse's neck and shoulders; it has two wales, or risings, on the outside, called the fore and back wales; the fore wale is made very hard with straw, which preserves the form of the collar, and the under one stuffed soft with straw; between the wales the beams for drawing by are fixed; they are made of different sorts of leather, but the best are of Neat's leather only; those are the best collars for the horse to draw by, as they come more round the shoulders, by which his purchase is greater and more easy.

S. the Heam-Tugs, are two broad, short straps, made exactly the same as the ends of a breast-collar, with buckles and pipes for the traces, and are riveted to the heam-loops.

T. a False Collar, is a broader stripe of leather than the real collar, and placed under it, to prevent

vent the other from galling the breast or shoulders of the horse, by its rubbing, which it does every step he takes.

V. the Shaft-Tugs, are two strong, leather loops, about two inches wide, with a buckle at the top of each. Their use is to carry the shafts of a one-horse chaise, which are placed in them, and they are hung on each side of the saddle to a strong strap called a back-band.

U. the Back-Band, is a long strip of leather, about $6\frac{1}{2}$ feet long, with a buckle at one end, and the strap at the other; it is placed across the saddle to slide in a trough under the seat; the tugs are buckled on it at each side of the saddle, and supports all the weight which is on the shafts; for which about one-third of it is strengthened with an additional strap sewed to it, the other buckles round the shafts, and under the horse's belly, to keep the shafts down and steady.

W. the Martingale, a strap slit up the middle above the collar, which makes two straps at the top, with a buckle and billet sewed at the end of each; the broad end is looped through a buckle, by which it is fixed round the belly-band, and passes through a loop, which is sewed on the collar, and buckles at the top in each side of the bit:

bit; its use is to prevent the horse from throwing his head back, but is sometimes used for ornament only.

X. the Bridoon-Head, or Rein, is an additional bridle with a bearing-rein; its use is to make the horse carry his head better; it is hung to the head of the bridle in various methods, but mostly with ornamented links, or chains. The head of it is a narrow strap, which lies round the top and side of the head, with a front-piece sewed round the side, to slide up or down; this side-piece and the crown-piece are sometimes sewed to the bridoon bit-ring, or buckled on with billets, but since chains and swivels have been so much in use, the head-piece and bearing-reins are all in one, and the bridoon is only held to the rein by small straps and buckles, on which swivels or links are placed for the rein to run through, and which is made round for the purpose; a swivel or link is hung by a small strap to the crown-piece, for the bearing-rein also to run through; the rein being so contracted, keeps the horse's head in a proper position, and gives it a little more freedom than if made without the links; when the reins are fixed to the bridoon, the bearing-rein is mostly hung on a dee to the throat-band.

Y. the

Y. the Nose-band, a strap made broad in the middle, and narrow at the extremities, placed round the lower part of the jaw, and is fixed through a loop at the cheek of the bridle, and buckles underneath; it is of little use but to ornament the head, by having a plated piece fixed on the nose part. It is sometimes only fixed on the front to the cheek of the bridle.

Z. the Forehead-Piece, a piece of leather, of different shapes, made to carry an ornament, and is buckled to the head-stall, or crown-piece, and hangs loosely on the horse's forehead.



SECT. 2.

THE FURNITURE FOR HARNESS

PLATE XLIX.

THE furniture for harness consists chiefly of the necessary buckles for the strapping; the ter-rits and hooks for the reins; the rings and dees for the collars and traces; the bits for the bridle; and heams for the collar; the other furniture is only for ornament, and consists chiefly of pieces
or

or plates for the housings or blinkers, and studs for the strapping.

The buckles for the strapping and reins are always made of brass, and are sometimes finished of that metal only, but are mostly plated with silver. Those buckles which exceed $1\frac{1}{2}$ inch in size should be made of iron, and, to match the other furniture, must be plated either with brass or silver; for, whatever part of the leather requires to be above $1\frac{1}{2}$ inch wide, a brass buckle is not of sufficient strength for it. If the furniture is plated, the terrets should be of iron; but, if the furniture is brass, the solid brass, not being of value equal to the trouble of plating, is mostly used; but it is not so good as if made of iron and plated.

The bits, rings, dees, leams, &c. which are always made of iron, are, if required to match the other furniture, obliged to be plated with the same sort of metal, but, in general, they are only polished, and require much care from the coachman to preserve them bright.

The ornaments, if the furniture is of brass, are solid, but if otherwise are plated with silver, except those ornaments which are raised or embossed, such as crests and cyphers, they are
then

then mostly made of thin silver, and filled on the inside with lead.

THE FURNITURE DESCRIBED.

a. The Territs are what screws in the fiddle, or housing, for the reins to run through, and they are made to answer the form of the buckle, whether round, square, or octagon; the number for a fiddle, or housing, are two, but a centre one is often added for ornament: a short territ is often fixed at the top of a bridle, called a head-territ, for the leading-reins to go through, or for ornament only. The head territ is often called a head-ring.

b. The Trace-Rings are iron square loops sewed in the ends of the traces, a part of which they receive, and loops round the splinter-bar.

c. The Watering, or Bearing-Hook, is a hook, fixed on the top edge of the housing, or fiddle, in the middle, and is fastened with one or two nut-screws at the bottom; its use is to receive the bearing-rein, which is easily hung on or off, when there is occasion to water the horse.

d. The

d. The Collar-Dee, an iron ring in the form of a D, sewed in the front of the collar, for the pole-piece to loop through; there are various other dees used about some harness, but of a small size, and mostly plated.

e. The Bridge, a thing made on the sides to resemble the buckle, but with two bars across, on the under side, called bridges; its use is to receive two separate straps, one of which is sometimes sewed round one bridge, and looped round the other, sometimes sewed round both.

f. The Collar Buckles, are strong, iron buckles, sewed in the collar ends, by which the traces and breeching-strap are fastened.

g. The Buckles, which are of various patterns, but are all made to be sewed in the leather, having only a middle bridge and a tongue, but no chape.

h. The Throat-Band Dee, a thing made in the form of a D, with a roller-bridge across the middle, sewed in the throat-band for the bridoon-rein to run in.

i. The Swivel, a convenience for the bridoon-rein to run in, made with an eye at the top, to

L

hang

hang by, and a bar, with a roller at the bottom for the bridoon-rein to run on; this is frequently used instead of a chain-link.

j. The Chain-Links, the ornaments used to a bridoon to contract the bearing-rein; they are made of different numbers of links, but mostly three to each; one link the strap is fastened to, while another receives the rein.

They are of different forms, some with round, others with oval links, and some are made like a double curb-chain, of a considerable length.

k. The Bit, which is of iron, is placed in the horse's mouth, and by it he is governed; they are of different forms, some are made to be sharper in the mouth, and for a stronger purchase than others, and are called the straight check, the duke, and Portsmouth bit. The bit is buckled in the top loop to the cheek of the bridle, the middle loop to the bearing rein, and the bottom loop to the hand rein.

l. The Bridoon Bit, an additional bit for the horse's mouth, jointed in the middle, with a ring at each end for the reins to be fastened to.

m. The Heams, are the two irons made to fix round the neck collar, and of a length and form

form to fit it; at each end, and in the middle of each heam, are loops wrought out of the solid; in the middle other loops are hung, to which the tugs for the draught are fixed; at the bottom loops are links, with a hook on one side, for the heams to be let out or taken up by; the top loops are for a strap and buckle to fasten them to the collar. If, to the harness for a pair of horses, heams are used, a large iron ring must be placed in the middle links for the pole-pieces to be fastened to. The heams are either covered with leather, polished, or plated.

These are the necessary parts of the furniture; the following are only for ornament:

n. The Housing and Winker-Plates, or Pieces, are flat plates, of various forms and sizes, with the crest, or cypher, chased, or engraved, on them, used to ornament the housing and winkers. The pieces are the smaller-sized plates; when the arms, crests, or cyphers, are embossed, they are also called pieces, and are for the same purpose as the plates; they are fixed by thin wire shanks, foldered to the bottom of the plate, or piece, which goes through the leather, and are rivetted on the inside. Circles, or rims, are what encircle the small plates, or pieces, and are fastened on the same way.

o. Studs, are small ornaments, sometimes used for the strapping, of a round, square, or octagon, form, about an inch diameter.

p. Frames, are the beads or mouldings fixed round the top edge of the housings and blinkers, in double or single rows.

q. Forehead-Piece, Nose-Piece, Breast-Piece, or Side-Pieces, are ornaments usually made to match those on the housing, and fixed on those leathers called the nose-band, martingale, &c.

r. A Fly Head-Ring : this is a terret with an ornament piece, which plays to and fro with the motion of the horse's head.

s. Roses are the round ornaments fixed on the outside of the bridle, made of leather, worsted, silk, or tape, in various fanciful ways, and are fastened, by a loop at the back to the straps of the crown-piece.

t. Earbows, are of stiff leather, made flat, or sewed round; and covered with lace, or tape, to match the roses; one end is sewed on the front, the other is fastened on the crown-piece by the head-terret.

v. Pad-

v. Pad-Cloth, a cloth that lies on the horse's back for the housings to lie on, trimmed with lace round the edges, and fastened down by the belly-band.

These are all ornaments, but some of them being generally used, it will be proper first to describe the necessary harness, with the different prices thereof; and next to state the prices of the several appendages that are used for ornament only.

SECT. 3.

THE NECESSARY QUANTITY OF LEATHER-WORK
AND FURNITURE FOR A PAIR OF HARNESS.

THE LEATHER-WORK.

TWO pair of winkers, with straps and cheeks; two fronts; two crown-pieces; two throat-bands; a long hand-rein; a pair of coupling and bearing-reins; a pair of housings and belly-bands; two cruppers; two breast-collars; two pair of traces; two back-straps; two Newmarket straps; a pair of neck or wither straps; and two pair of collar tugs.

L 3

For

For a single or chaise harness, half the quantity, only with the addition of a back-band and tugs, and a saddle instead of the housings.

THE FURNITURE.

BUCKLES one inch or 7-8ths to the reins and bridle. To the winkers, eight; to the throat-bands, four; to the crown-pieces, two; to the hand-reins, eight; to the coupling-reins, four; to the bearing-reins, six.

Buckles $1\frac{1}{2}$ inch, or $1\frac{1}{4}$. Four for the neck-strap; one for the belly-band; four for the New-market-straps; and two for the crupper.

Dees, or Bridges, $1\frac{1}{2}$ inch. Three for the housings; two for the collar-tugs; and two for the trace-bearers, or tugs.

Territs. Four for the housings.

Watering or Bearing-hooks. Two for the housings.

Screws. Eight for the housings.

Scutcheons. Fourteen for the territs, hooks, and screws.

Collar-Buckles. Four, of polished iron.

Trace-Rings. Four, of ditto.

Collar-Dees. Two, of ditto.

Bits. Two, of ditto.

Only

Only half the quantity for a single horse harness, except two 2-inch buckles for the shaft-tugs, and one $1\frac{1}{2}$ inch for the shaft or belly-band.

SECT. 4.

THE WHEEL HARNESS.

THE wheel harness is that worn by the horses nearest the carriage, and is fastened to it; this is the most general sort of harness, and is made with long reins for the coachman to command the horses by from the coach-box. It is fastened behind by the traces to the splinter-bar rolls, and before by two straps from the pole to the collars. This is the only harness to which breechings are at all necessary; but, with false belly-bands to the collars, they may be used without, except in very hilly countries.

SECT. 5.

LEADING HARNESS.

A LEADING harness is exactly the same as the wheel harness, only that the reins and traces are much longer, and that, with them, breechings are never used. The traces are sometimes fastened to the splinter-bars, which hang on the pole, and then they are no longer than usual; the draught is better when taken this way, but does not look so neat as when fastened to the collars of the wheel harness; the make of all the rest is the same as the wheel harness, except the reins, which are double the length for the leading horses, and they go through two head-territs on the bridles of the wheel harness, which are so much additional to the furniture. The coupling or bearing reins are the same as those used to the wheel harness.

The extra expence for long traces is the same as the extra expence for the splinter-bars to the carriage; so that there can be no advantage in price either way. If six horses are used, there can be no splinter bars for the leaders to draw by, and, of course, the additional price of the traces must be added to the price of a postillion wheel-harness.

SECT.

SECT. 6.

POSTILLION HARNESS.

WHEN the carriage goes post, the near horse is rode by a postillion, which makes no other difference in the harness than the omission of the long hand and the coupling reins. A short hand rein is buckled to the inside of the off horse's bit, by which he is led; a riding saddle, with deep, single skirts, is substituted in the place of a housings, and, including the stirrups, is much on a par with the housings furniture and reins; so that a postillion, wheel, or leading harness is the same expence as either the postillion or wheel harness of the other sort, if of plated furniture; but is rather more if of brass, as the price of the saddle is more than equal to the price of the brass furniture to the pads.

SECT. 7.

CURRICLE HARNESS.

A curricule harness is exactly the same as that used to a coach or chariot, only that small saddles, instead of pads, or housings, are preferred, being easier for the horse, and stronger

to support the weight of the carriage, which rests thereon by means of the iron-work which is rivetted on them, and which receives the bar for the pole to hang by.



THE CURRICLE BAR.

(SEE PLATE XLIX, FIG. 1.)

THIS is an ingenious contrivance for the purpose; it is made of iron, and is about twenty inches long and $2\frac{1}{4}$ square; in it are two square recesses, in which are placed two sliding bars, one on each side the other; and, from each end, draws out to the same length as the bar, making a length, when drawn out to its extent, of about four feet six inches. The end of each slide is placed in the stands D. D. and are fastened by round pins on which they act, and the pins are secured by spring keys. The stands are fastened on the plates C. C. so as to turn round with the bar; the advantage of this bar, with the sliders and joints, is to give room for the motion of the horse in every situation. On the middle of the case is a staple, F. to which the brace that supports the pole is hung: the bar, with the brace and bearer, is an extra to the harness; the saddle would also make an increase, but the strapping, being much lighter, makes them equal; therefore,

therefore, to know the price of curricie harness, add the price of a bar to a common wheel harness.

A coach or chariot harness, with the addition of two saddles and a bar, will make a complete curricie harness, having the trace-rings also made with a screw, whereby they may be changed, and woodcock eyes substituted in their place.

SECT. 8.

A CHAISE HARNESS.

A CHAISE harness is intended as well to support the carriage as to draw it by; it is made similar to the other; the only material difference is the saddle instead of housing, and through which slides a back-band, which has loops, or tugs, fixed by buckles thereon, in which the shafts are hung. The harness for a four-wheeled chaise, or phaeton, is made exactly like this for a two-wheeled; but as the tugs do not carry any weight, but only hold up the shafts, they need not be made so strong.

To the harness for a four-wheeled carriage, drawn by one horse, a breeching is absolutely necessary, but for a two-wheeled carriage it is not, provided there are stops, or hooks, fixed on the shafts, for the tugs to hold the chaise back by. This harness is half the value of the others.

SECT.

SECT. 9.

PRICE OF HARNESS.

THE value of harness is proportioned to the quantity of strapping and ornaments it is made up with; a superfluous quantity of one or the other is upon most of the harness that is used. The value of the leather-work is easily ascertained, as to what is necessary; but the furniture being of many different patterns and qualities, varies the price of the whole. To ascertain, therefore, with any correctness, the prices of the different kinds of harness, it will be proper to state the value of the necessary harness, made up with furniture of different sorts, separate, so that the price for any additional strapping, and any different kind of furniture, may be added to the plain harness, and the price obtained with accuracy, in whatever manner they are finished.

Harness is frequently made without breeching or bridoon, and sometimes with one, at other times with both; it will therefore be proper to state the prices of them separate, as also the back-straps and false belly-bands, which are but occasionally used.

Round or neck-collars, and saddles instead of breast-collars and housings, are sometimes used;
therefore

therefore it will be necessary to state the value of each, that either way may be preferred, with a knowledge of the different expences.

THE FIRST CHARGE FOR A PAIR OF WHEEL HARNESS.

	Plated.			Composition Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
For a coach — — —	11	14	0	10	7	6	9	11	6
For a chariot, or large-sized phaeton — — —	10	14	6	9	8	0	8	15	0
For a middle, or small-sized phaeton — — —	10	4	3	8	19	0	8	7	0
For a small poney phaeton — — —	9	14	0	8	9	0	7	19	0
* A pair of breechings for the coach, chariot, or large phaeton harness — — —	1	6	0	1	4	0	1	2	0
* A pair of false belly-bands for ditto — — —	0	12	0	0	11	0	0	10	0
* A pair of breechings for the middle and small-sized phaetons, or cutticle harness — — —	1	1	0	0	19	6	0	18	0
* A pair of false belly-bands for ditto — — —	0	10	0	0	9	0	0	8	0

* One or other of these things are necessary, but only with a wheel harness.

A PAIR OF LEADING HARNESS, WITH LONG
REINS.

	Plated.			Composition Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
* For a coach — —	12	14	0	11	4	3	10	6	6
* For a chariot or large phaeton	11	14	6	10	4	9	9	9	6
For a phaeton of the middle or small size — —	11	4	3	9	15	9	9	11	6
EXTRA.									
If either of the leading harnesses are made with long traces, it will make to each the addi- tion of — —	1	15	0	1	15	0	1	15	0

THE POSTILLION, OR RIDING HARNESS.

	Plated.			Composition Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The wheel harness for a coach	11	14	0	10	12	6	9	16	6
The leading ditto, with long traces — —	13	9	0	12	7	6	11	7	6
The wheel, or riding harness for a phaeton or chariot —	10	14	6	9	13	0	9	0	0
The leading ditto, with long traces — —	12	9	6	11	8	0	10	15	0

The extra or metal furniture for the postillion harness, being of less value than the silver plating, makes the price of the saddle more than equal with the housing and reins, as above stated.

* The long reins and head-rings are the only articles in addition to the former price of wheel harness, which makes, for the coach and phaeton harness, 11. more.

A CURRICLE

A CURRICLE HARNESS.

	Plated.			Composition Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A currie harness —	10	14	6	9	8	0	8	15	0
Bar-stands and pole-bearers —	3	16	0	3	16	0	3	16	0
For plating the stands and bar	3	3	0	2	2	0	1	11	6
An extra saddle, with its furniture, a back-band, a pair of tugs, and long hand-reins, by which one of the harness may be made to answer for a one-horse chaise harness —	3	0	0	2	10	0	2	5	0

A CHAISE HARNESS.

	Plated.			Composition Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A single harness for a one-horse chaise or phaeton —	5	7	0	4	15	0	4	7	0
A breeching to either —	0	10	6	0	9	6	0	8	6

SECT. 10.

EXTRA PARTS OF HARNESS AND FURNITURE,
WHICH, IF USED, ARE TO BE ADDED TO THE
PRICE OF HARNESS BEFORE STATED.

ROUND OR NECK-COLLARS,
WITH POLISHED HEAMS AND TUGGS, IN-
STEAD OF BREAST-COLLARS.

	Plated			Composition Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A pair for a coach, chariot, or large phaeton — —	1	5	0	1	3	0	1	2	0
A pair for a middle-sized phaeton or curricie — —	1	3	0	1	2	0	1	1	0
One for a chaise — —	0	12	0	0	11	0	0	10	0
A collar housing for either harness — —	0	4	0						

FALSE COLLARS.

	£.	s.	d.
A false round collar — — —	0	9	0
A false breast collar — — —	0	13	0

SADDLES INSTEAD OF HOUSINGS.

	£.	s.	d.
A pair for a coach — — —	1	4	0
Ditto for a chariot, or large phaeton — — —	1	1	0

BRIDOONS,

BRIDOONS, per pair.			Plated.			Composition Metal.			Brass.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
A pair with throat-latch dees	—	—	1	8	0	1	4	0	1	2	0
Each chain	{	A pair with single-link chains or swivels	1	18	0	1	15	0	1	12	0
3 inch.		A pair with curb or long.	2	10	0	2	2	0	1	18	0
long.		double-link chains									
Conveniencies not generally used.											
A swivel	—	—	0	3	0	0	2	3	0	1	6
A throat-latch dee	—	—	0	2	6	0	1	9	0	1	3
A hook for the bridoon-chain to hang on instead of a strap	—	—	0	2	0	0	1	6	0	1	0
A rein-hook	—	—	0	3	6	0	2	3	0	1	9
A coupling-ring	—	—	0	1	6	0	1	0	0	0	9
If the bridoon-chains are more than three inches long each, add for each inch of single chain											
			0	0	6	0	0	4	0	0	3
For the curb-chain	—	—	0	1	0	0	0	9	0	0	6

For a single harness only half the above prices is to be charged.

EXTRA STRAPPINGS.			Plated with Silver.			Composition Metal.			Brass.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
Hip or back straps, with tugs for a pair of coach or chariot harness	—	—	0	18	0	0	16	0	0	14	0
Ditto, for a small phaeton or curricie	—	—	0	16	0	0	14	0	0	12	0
MARTINGALES, per pair.											
Whole martingales	—	—	1	0	0	0	18	0	0	14	0
A half ditto	—	—	0	14	0	0	10	0	0	8	0
FOREHEAD PIECES, and NOSE BANDS, per pair.											
Forehead pieces, plain	—	—	0	3	0	0	3	0	0	3	0
Nose-bands to buckle round	—	—	0	6	0	0	5	0	0	5	0
Ditto for front only	—	—	0	4	0	0	4	0	0	4	0

ROSES, per pair.				Worsted or Tape.			Silk.		
				£.	s.	d.	£.	s.	d.
A pair of roses, and lapping the fronts of a pair of harnesses				—	—	0 8 0	0 16 0		
Ditto, with ear-bows for ditto				—	—	0 11 0	1 0 0		
A pair of roses, and lapping the front of a chaise harness				—	—	0 7 0	0 14 0		
Ditto, with a single ear-bow				—	—	0 8 6	0 17 0		
PAD and SADDLE-CLOTHS, per pair.				Plain bound.			Bound with 2½ inch lace.		
				£.	s.	d.	£.	s.	d.
A pair of pad-cloths				—	—	0 7 9	0 12 0		
A pair of saddle-cloths				—	—	0 9 0	0 16 0		

EXTRA FURNITURE.

FRAMES FOR THE OUT EDGES OF HOUSINGS OR WINKERS, each.

WINKERS.										HOUSINGS.									
Width of the moulding.	Silver.		Plated with Silver.		Com-position Metal.		Brass.		Silver.	Plated with Silver.		Com-position Metal.		Brass.					
	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.				
Of an Inch.																			
4-8ths	18	0	6	0	4	0	3	0	12	0	8	6	6	6	4	3			
3-8	14	0	5	0	3	9	2	6	10	0	7	0	5	3	3	6			
2-8	11	0	4	0	3	0	2	0	8	0	5	6	3	2	2	9			
A saddle cantle of moulding					2-8th or 3-8th				8	0	4	0	3	0	2	0			

TERRITS, per pair.

	Plated with Silver.			Composition Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
For the housings	—	—	0 12 0	—	—	0 9 0	—	—	0 6 0
For the head-stalls	—	—	0 13 0	—	—	0 10 0	—	—	0 6 6
For ditto with flies	—	—	0 14 0	—	—	0 10 0	—	—	0 7 0

EXTRA

EXTRAS TO THE FURNITURE.

EXTRAS TO THE FURNITURE.

ROUND, OVAL, OCTAGON, or SQUARE PLATES, or PIECES, RIMS, EMBOSSED CRESTS or CYPHERS.

EXTRA

Embossed CRESTS or CYPHERS.*										PLATES or PIECES†.										CIRCLES or RIMS.										
Different Sizes.			Placed with Silver.		Composition Metal.		Brass.		Plated with Silver.		Composition Metal.		Brass.		Plated with Silver.		Composition Metal.		Brass.		Plated with Silver.		Composition Metal.		Brass.					
Inch.	Inch.	Inch	S.	d.	S.	d.	S.	d.	S.	d.	S.	d.	S.	d.	S.	d.	S.	d.	S.	d.	S.	d.	S.	d.	S.	d.				
4	by 3	or 3	12	0	10	0	6	6	8	5	0	9	6	0	6	3	6	2	4	1	9	1	4	4	0	6	2	4	1	2
3½	by 3	or 3	11	0	9	0	6	6	6	5	0	9	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	1
3	by 3	or 3	10	0	9	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
3	by 2½	or 2½	9	0	8	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
2½	by 2	or 2	8	0	7	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
2½	by 2	or 2	7	0	6	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
2	by 1½	or 1½	6	0	6	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
2	by 1½	or 1½	6	0	6	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
1½	by 1	or 1	5	0	6	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
1½	by 1	or 1	4	0	6	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
1	by 1	or 1	3	0	6	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0
1	by 1	or 1	2	0	6	0	6	6	4	4	0	6	6	0	6	3	3	2	4	1	9	1	4	4	0	6	2	4	1	0

M 2

* For every arms that is embossed instead of crests or cyphers, add 2s.
 † For every creft or cypher, which is engraved or chased on the plates, add 9d.

EXTRA FOR PLATING THE IRON-WORK
FOR A PAIR OF HARNESS.

	Plated with Silver.			Composi- tion Metal.			Brass.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The collar tug-buckles —	0	10	0	0	7	6	0	5	0
The trace-rings —	0	14	0	0	10	6	0	7	0
Woodcock { Common eyes —	1	4	0	0	18	0	0	12	0
eyes. { Spring ditto —	1	7	0	1	0	0	0	13	6
The collar-dees —	0	9	0	0	6	0	0	4	6
The HEAMS.									
For small 3-8th mouldings on the fronts —	0	15	0	0	10	0	0	3	9
The tips and loops plated —	2	10	0	1	14	0	1	5	0
Ditto, with links plated —	3	10	0	2	6	0	1	15	0
The whole hams, loops, and links, plated. —	7	0	0	5	5	0	3	10	0
Solid loops, or dees, for the reins —	0	12	0	0	9	0	0	3	0
The BITS, plated.									
Straight check-bit —	2	4	0	1	11	6	1	1	0
Duke's bits —	2	8	0	2	2	0	1	9	0
Bridoon-bits —	0	12	0	0	10	6	0	8	0
Stirrups for a postillion fad- dle —	1	6	0	1	1	0	0	18	0

These are the prices to be charged, if the Iron Furniture is plated; the separate Parts of the Furniture are comprehended under the subject of Repairs, where the Prices, Plain and Plated, are separately stated.

Half price for the above extras to the furniture, if for a single-horse harness.

CHAP. XI.

ON FINISHED HARNESS.

FROM the former description of a plain harness, a knowledge of the price of the other sorts is to be obtained, by adding to the plain harness the several ornaments and conveniencies which may be found necessary; yet, as the information would be more compleat by a representation, four of the most usual sorts of harness will be described, viz. two of the breast collar housing-harness, and two of the round-collar saddle harness, the patterns of which will answer for either the wheel, the leading, the postillion, the curricule, or the chaise harness, by making such allowance as the difference of each requires.

The harness being of several descriptions, the price of each, in the following tables, will be separately stated, but all with one sort of furniture, viz. the silver plated, which is the most general in use by upwards of fifty to one; as it would be too prolix to enumerate the composition metal and brass furniture in the same tables, they are therefore omitted; but the value of each is easily

to be ascertained by referring to the former tables, and observing the same rule as is laid down in the following.

SECT. 1.

A PLAIN BREAST-COLLAR HOUSING-
HARNESS.

PLATE L.

IN this pattern of a harness, there is nothing more than what is necessary, and, for common use, is to be recommended; to add more is to burden, and restrict the horse in the free exercise of his strength, such a harness is therefore to be regarded for general use, in preference to others which are more loaded with strappings or superfluous ornaments, for it not only saves labour to the horse, but trouble to the servant in cleaning, and money to the proprietor in the purchase.

Breast-collar harness is the most general in use, in particular for coaches or chariots; they are not so good for draught, but are more easy to be put on or taken off, are also lighter, and of less expence, than the round collars, and, if for frequent

frequent use, and the draught very light, may be recommended. Houfings are most generally used, and, where the weight is not required to be on the back, are less heating, and more to be recommended than saddles.

DESCRIPTION OF PLATE L.

A PLAIN breast-collar harness, with false belly-bands; the bridle plain, with bearing-reins hung to the throat-band by throat-latch dees; the housings and blinkers square, with the corners rounded, but without ornaments.

The furniture silver plated, with the corners rounded; the buckles half square, of the same pattern; throat-latches at the throat-band; the collar-buckles, dees, trace-rings, and bits, are of polished iron as usual.

PRICE OF THE
PLAIN BREAST-COLLAR HARNESS.

	Coach.			Chariot or large-sized Phaeton.			Middle or small-sized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The wheel harness	11	14	0	10	14	6	10	4	3
EXTRAS.									
A pair of false belly-bands	0	12	0	0	10	0	0	10	0
A set of throat-latch leas	0	10	0	0	10	0	0	10	0
Total	12	16	0	11	14	6	11	4	3
A pair of leading harness, with long reins of the same pattern	12	14	0	11	12	9	11	2	3
EXTRAS.									
Long traces, or splinter-bars and a pole-hook	1	15	0	1	15	0	1	15	0
A set of throat-latches	0	8	0	0	8	0	0	8	0
Total	14	19	0	13	17	9	13	7	3
The riding or wheel postillion harness	11	14	0	10	14	6	10	4	3
EXTRAS.									
A pair of false belly-bands	0	12	0	0	10	0	0	10	0
A set of throat-latches	0	10	0	0	10	0	0	10	0
Total	12	16	0	11	14	6	11	4	3
The leading harness, with long traces	13	9	0	12	9	6	11	19	3
EXTRAS.									
A set of throat-latches	0	10	0	0	10	0	0	10	0
Total	13	19	0	12	17	6	12	9	3

The

PLAIN ROUND-COLLAR HARNESS. 169

The curricie harness, with the bar and bearers	£.	s.	d.
	14	10	0

EXTRAS.

Falfe belly-bands	—	—	0	10	0
A fet of throat-latches	—	—	0	1	0
Total	—	—	15	8	0

The chaife or gig harness	—	—	£.	s.	d.
			5	7	0

EXTRAS.

A pair of throat latches	—	—	0	4	0
Total	—	—	5	11	0

SECT. 2.

PLAIN NECK, OR ROUND, COLLAR HARNESS, WITH SADDLES INSTEAD OF HOUSINGS.

PLATE LI.

THE round or neck collar harness for curricles or chaises, is most generally used, and is much to be preferred, as the horses have a stronger purchase, and work with more ease in them than in the others; but their advantage is disregarded from the prejudice of custom, and the absurdity prevails of using breast-collars to heavy

heavy four-wheeled carriages, and the neck-collar to light two-wheeled carriages. With hackney and stage coaches, and post-chaifes, the neck-collars are, in general, used, as the proprietors are sensible of the advantages thereof; but a similar appearance to these is the principal objection many persons have to the use of them, yet, if they are neatly finished, have an appearance far before the others.

The breast-collars have a light appearance, and, if the draught is light, and the journey short, may with propriety be used; but, if otherwise, the round neck-collars are much to be preferred. Saddles were never intended but to carry weight, and, for that purpose, are always used, in particular, for chaise and curriele harness, where the weight of the fore part of the carriage rests on them, yet as the form of them is more agreeable to the eye than the housings, they are often used to harness for four-wheeled carriages, and, if made light and small, have a smart appearance.

DESCRIPTION OF PLATE LI.

THE representation more exactly describes a one-horse harness, having a saddle and a back-band, with tugs for the shafts to hang by; but, except the tugs and back-band, this pattern will answer for any other. It is a plain neck-collar, saddle harness, with false belly-band; the wink-

ers square; the saddle jockey, or double-skirted, with a plain saddle-cloth bound round with cloth; the front lapped, and a pair of roses; the furniture square, with a half-square buckle; square plates on the winkers. The heams, bits, collar-buckles, rings, and woodcock eyes, are of polished iron, or covered with leather.

PRICE OF THE

PLAIN NECK, OR ROUND-COLLAR HARNESS.

	Coach.			Chariot or large-sized Phaeton.			Middle or small-sized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The wheel harness	11	14	0	10	14	6	10	4	3
EXTRAS.									
Saddles instead of housings	1	4	0	1	1	0	1	1	0
Neck, instead of breast-collars	1	5	0	1	3	0	1	3	0
Saddle-cloths, plain, bound	0	10	0	0	10	0	0	10	0
A pair of worsted or tape roses, and lapping the fronts	0	8	0	0	8	0	0	8	0
A pair of false belly-bands	0	12	0	0	10	0	0	10	0
A set of winker-plates, 2½ inches	0	9	0	0	9	0	0	9	0
Total	16	2	0	14	15	6	14	5	3
The leading harness	12	14	6	11	14	6	11	4	3
EXTRAS									
The same as before, except the false belly-bands	3	16	0	3	11	0	3	11	0
Total	16	10	0	15	5	6	14	15	3

The

	Coach.			Chariot or large-sized Phaeton.			Middle or small-sized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The riding or postillion wheel harnesses — —	11	14	6	10	14	6	10	0	0
EXTRAS									
The same as to the other wheel harness, except one saddle and cloth — —	3	11	0	3	5	6	3	5	6
Total — —	15	5	6	14	0	0	13	5	6
A postillion leading harness, with long traces — —	13	9	0	12	9	6	11	19	6
EXTRAS									
The same as to the other leading harness, except one saddle and cloth — —	2	19	0	2	15	6	2	15	6
Total — —	16	8	0	15	5	0	14	15	0

The curricie harness, with the bar, &c. — —	£.	s.	d.
	14	10	0

EXTRAS.

The same as to the first small phaeton wheel harness, except the saddles — —	3	0	0
Total — —	17	10	0

The chaise or gig harness — —	£.	s.	d.
	5	7	0

EXTRAS

The same as the last, but only half the quantity, and a false belly-band excepted — —	1	5	0
Total — —	6	12	0

S E C T.

SECT. 3.

A FASHIONABLE ROUND-COLLAR SADDLE
HARNESS.

PLATE LII.

WHEN a carriage is ornamented in a superior manner, it then becomes necessary to make the harness suitable, which may be done without overloading it with strappings. Its neatness consists chiefly in the ornaments, which are, according to the present fashion, mostly lavished on the head. Round, neat collars, and small saddles, have the most genteel appearance, in particular if the iron-work is plated. Breechings, martingales, nose-bands, forehead-pieces, and bridoon-reins, make the harness look more full and complete, but may all be regarded as unnecessary for use, and only for ornament.

DESCRIPTION OF PLATE LII.

A NECK collar saddle harness, with breechings, martingales, bridoons with double chains, front nose-bands, forehead-pieces, silk roses with ear-bows, saddle-cloths trimmed with two-inch lace, the winkers of a pattern suitable to the form of the saddle. The furniture of a half oblong form;

	Coach.			Chariot or large-sized Phaeton.			Middle or small-sized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought over —	24	17	4	23	13	4	22	17	7
A pair of saddle-cloths, trimmed with $2\frac{1}{4}$ inch lace —	0	16	0	0	16	4	0	16	4
A pair of silk roses, with ear-bows, and the fronts lapped —	1	0	0	1	0	0	1	0	0
The collar-buckles and trace-rings plated —	1	4	0	1	4	0	1	4	0
Total —	27	17	4	26	12	10	25	17	7
The leading harnesses —	12	14	0	11	14	6	11	4	3
EXTRAS									
The same as before, except the breechings —	14	10	4	14	5	4	14	3	10
Total —	27	11	4	26	6	10	25	16	7
The riding, or postillion wheel harnesses —	11	14	6	10	14	6	10	14	6
EXTRAS									
The same as to the other wheel harnesses, except one saddle and cloth, four rims, two crests, and a cantle for ditto —	13	15	0	13	10	0	13	5	0
Total —	25	16	6	24	11	6	24	8	0
The postillion leading harnesses —	13	9	0	12	9	6	11	19	6
EXTRAS									
The same as the last, but without breechings —	12	16	0	12	11	0	12	12	6
Total —	26	5	0	25	0	6	24	12	6

176 BREAST-COLLAR HOUSING HARNESS.

		£.	s.	d.
The curriclc harness, with a bar, &c.	—	14	10	0
The bar plated	— — —	2	10	0

THE EXTRAS

The same as to the driving wheel harness for the middle-sized phaeton, except the saddles		14	12	4
		£. 31	12	4

		£.	s.	d.
The chaise harness	— — —	5	7	0

THE EXTRAS

Half the price of the curriclc extras	—	7	6	2
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SECT. 4.

A BREAST-COLLAR, HOUSING, FULL-MADE HARNESS.

PLATE LIII.

FOR town use, a handsome, full, breast-collar harness, may, with propriety, be used; as the carriage runs much lighter on the stones than it generally does on the roads, and, as the journeys about town are mostly short, no great disadvantage in the draught can be felt from the breast-

breast-collar, or in the weight of the harness, from the extra strapping with which it is ornamented. To a handsome carriage, a handsome harness is indispensable, and, for shew, the round furniture looks best, but is the most troublesome to put together or take asunder, as the rims of the buckles are too narrow for the straps, which are thick and not pliable; the square buckle is much more convenient, but the half square buckle is the most useful of any. Ornamenting the straps with small studs has been much in use, but is now out of fashion, except for very grand equipages, and they are besides sometimes decorated with ribbands, both of which are omitted in the representations, being but seldom used.

DESCRIPTION OF PLATE LIII.

A BREAST-collar full-made harness, with housings; breechings; two back-straps; martingales; bridoon-heads, with double chains; nose-bands; forehead pieces; roses, and ear-bows; pad-cloths bound with lace.

Whole-buckle furniture; centre and head ter-rits; frames to the housings and winkers; eight $2\frac{1}{2}$ inch rims, and eight two-inch plates, on both three two-inch rims, and three $1\frac{1}{2}$ inch plates for the nose bands, forehead-pieces, and martin-

N

gales;

gales; the bits, collar-buckles, dees, and trace-rings, plated.

PRICE OF THE
BREAST-COLLAR HOUSING HARNESS.

	Coach.			Chariot or large-sized Phaeton.			Middle or small-sized Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
The wheel harness	11	14	0	10	14	6	10	4	3
EXTRAS.									
A pair of breechings	1	6	0	1	6	0	1	1	0
Two pair of back-traps	1	16	0	1	16	0	1	12	0
A pair of martingales	1	0	0	1	0	0	1	0	0
A pair of forehead pieces	0	3	0	0	3	0	0	3	0
A pair of bridoons, with double chains	1	15	0	1	15	0	1	15	0
A pair of nose-bands	0	6	0	0	6	0	0	6	0
A pair of silk roses, and ear-bows, and lapping the fronts	1	0	0	1	0	0	1	0	0
A pair of pad-cloths, bound with lace	0	12	0	0	12	0	0	12	0
Two centre and two head territs	1	4	0	1	4	0	1	4	0
Two housing and four winker frames of a half-inch moulding	2	18	0	2	18	0	2	14	0
Eight 2½ inch rims, and three two-inch ditto	0	17	4	0	17	4	0	17	4
Eight two-inch plates, and three 1½ inch ditto	1	0	6	1	0	6	1	0	6
A pair of duke's bits plated	2	8	0	2	8	0	2	8	0
The bridoon bits ditto	0	12	0	0	12	0	0	12	0
The trace-rings ditto	0	14	0	0	14	0	0	14	0
The collar-buckles ditto	0	10	0	0	10	0	0	10	0
The collar-dees ditto	0	9	0	0	9	0	0	9	0
Whole buckles, instead of half to the common harness	0	14	0	0	14	0	0	12	0
Ditto to the extra strapping	0	7	0	0	7	0	0	6	0
Total	31	5	10	30	16	4	29	13	7

A lead-

BREAST-COLLAR HOUSING HARNESS. 179

	Coach.			Chariot or large-sized Phaeton.			Middle or small-sized Phaeton.			
	£.	s.	d.	£.	s.	d.	£.	s.	d.	
The leading harness	—	12	14	0	11	14	6	10	14	6
EXTRAS										
The same as before, except the breechings	—	18	5	10	18	5	10	17	11	10
Total	—	30	19	10	30	0	4	28	6	4
The riding, or postillion wheel harness	—	11	14	6	10	14	6	10	14	6
EXTRAS										
The same as to the other wheel harness, except one territ, one frame, two rims, two plates, and one pad-cloth for the housing	—	18	4	6	18	4	6	17	5	6
Total	—	29	19	0	28	19	0	28	0	0
The postillion leading harness	—	13	9	0	12	9	6	11	19	6
EXTRAS										
The same as the last, excepting breechings	—	17	18	6	17	18	6	17	4	6
Total	—	31	7	6	30	8	0	29	4	0

The curricie harness, with the bar, &c. — £. s. d.
14 10 0

EXTRAS.

The same as to the small phaeton driving wheel harness, except two centre territs, and frames for the housing	—	17	13	10
Total	—	32	3	10

The

180 BREAST-COLLAR HOUSING HARNESS.

The chaise or gig harness	—	—	£.	s.	d.
			5	7	0

EXTRAS

Half the amount of the last-mentioned curriole			8	14	5
Total	—	—	14	1	5

END OF THE SECOND VOLUME.

GLOSSARY AND INDEX.

A.

ARMS. The distinction of families, which are mostly painted on the pannels. Vol. 1, p. 195.

Axletree. A piece of wrought iron work, fixed to the under part of the carriage, on which the wheels are placed. p. 81.

Axletree Arm. That part of the axletree which passes through the centre of the wheel, and on which it turns. Vol. 1, p. 81.

Axletree Bed. The timber, in which the axletree is let or bedded. Vol. 1, p. 47, 50.

Axletree Boxes. Iron tubes fitted to the arms of the axletree, fixed firm in the wheel's stock, and which contains the grease or oil. Vol. 1, p. 81.

Axletree Hoop. An iron hoop, which fixes the axletree to the timber or bed on which it rests. Vol. 1, p. 102.

Axletree Nut. An iron screw, with a large surface fixed to the fore or hind end of the axletree, for the purpose of keeping on the wheels. Vol. 1, p. 81.

Axletree Washer. An iron collar or shoulder, fitted to the body or large end of the axletree, against which the back of the wheel wears, for the purpose of keeping in the grease. Vol. 1, p. 81.

B.

Back Band. Part of a one horse chaise harness, which crosses the saddle, and supports the shafts. Vol. 2. p. 140.

O

Back Strap.

- Back Strap.* A part of the harness looped on the crupper, and buckled to a loop or tug to keep up the traces. Vol. 2, p. 134.
- Bars.* Timbers of various sorts, particularly described in alphabetical order.
- Battens.* Strips of wood, which are fixed on the outside of the pannels to form the framing, and are then moulded; but when fixed on the inside of the pannels, are to mend or strengthen them. Vol. 1, p. 18, 21.
- Beads.* The mouldings which ornament the carriage. Vol. 1, p. 167.
- Bearing Rein.* The rein which holds up the horse's head. Vol. 2, p. 138.
- Belly Band.* A leather which buckles round the horse's belly, and fixes on the pad or housing. Vol. 2, p. 135.
- Bit.* An iron instrument, which is put into the mouth of the horse, by which he is governed. Vol. 2, p. 146.
- Blinds.* Such as Venetian and spring blinds, see each in their order.
- Blocks.* Wooden raisers to the springs of phaetons; foot-boards, budgets, shafts, &c. mostly ornamented by carving, and are described by what is raised upon them, such as budget blocks, &c. Vol. 1, p. 120.
- Body.* That part of the carriage, which contains the passengers. Vol. 1, p. 5.
- Body Loops.* Strong iron loops, screwed or bolted to the bottom corners of the body, and by which it hangs. Vol. 1, p. 32.
- Bolts.* Iron pins of various lengths, headed at the one end, and screwed at the other, and are in general about half an inch thick. Vol. 1, p. 103.
- Boots and Budgets.* Large leathered boxes, fixed on the fore part of the carriage, and distinguished by the various names of Salisbury, platform, or trunk boots and budgets. Vol. 1, p. 115.
- Boodge or Sword-case.* A prominence from the back of the body, to carry parcels in. Vol. 1, p. 15.
- Bottom or Pannel Bars.* The bottom end framings of the body, on which the end pannels rest. Vol. 1, p. 12.
- Bottom Boards.* Boards which form the bottom of the body. Vol. 1, p. 16.
- Boxes.* See axletree box, seat box, coach box, driving box, cap box, &c.
- Box Locks.* Are the locks used for the doors of the body. Vol. 1, p. 161.

GLOSSARY AND INDEX.

- Braces.* The leathers by which the bodies are hung, or checked
Vol. 1, p. 210.
- Brackets.* Parts of the framing of the body, which support the foot-board, and also the carved ornaments, fixed on each side the top of the coach box foot-board. Vol. 1, p. 31, 55.
- Brass Bead Edgings.* Brass plates, which are screwed to the side of doors for them to shut on. Vol. 1, p. 160.
- Breast Collar.* A part of the harness which is placed round the horse's breast, by which he draws. Vol. 2, p. 133.
- Breeching.* That part of the harness which goes round the breech of the horse. Vol. 2, p. 134.
- Bridle.* That part of the harness which is put on the head of the horse, by which he is managed. Vol. 2, p. 136.
- Bridge.* Part of the furniture of the harness, mostly made in the shape of the buckle, but has no tongue, only two cross bars or bridges, round which the strapping is looped. Vol. 2, p. 165.
- Bridoon.* An additional temporary bridle, made similar to a riding or watering bridle. Vol. 2, p. 141.
- Bridoon Bit.* The bit which is used to the bridoon bridle. Vol. 2, p. 146.
- Bridoon Chain, or Links.* Small ornaments, through which the bridoon reins run. Vol. 2, p. 146.
- Budget Boot and Horn Bar.* The inner cross bar to the front of the carriage, on which the fore spring stay and budget rest. Vol. 1, p. 48.
- Buggy.* A small phaeton or chaise, made only to carry one person. Vol. 2, p. 121.
- Buttons.* Nails or screws with large brass heads, for the purpose of hitching on the straps, mostly silvered, but sometimes plated. Vol. 1, p. 163.
- Button Hangers.* Small ornamented tassels, which are placed on the fringe. Vol. 1, p. 136.

C.

Cabriolet. A two wheel carriage, with the body somewhat like a chariot, built and used mostly in France

GLOSSARY AND INDEX.

- Cap Box.* A long leather case, used for the purpose of carrying ladies head dresses. Vol. 1, p. 224.
- Caps.* Small pieces of leather, used to confine temporary pins or bolts, such as pole pin caps, &c.
- Carriage.* That part, on which the body is placed, and to which the wheels are united. Vol. 1, p. 39.
- Carpeting.* Covering the bottom of the body or step treads with carpet.
- Chain Bolt.* A thin wire chain, covered with leather, made in the form, and to answer the use of a strap, for the purpose of securing trunks, &c. behind a carriage. Vol. 1, p. 217.
- Chair.* A light chaise without pannels, for the use of parks, gardens, &c. a name commonly applied to all light chaises. Vol. 2, p. 121.
- Check Brace.* A single strip of leather, which is looped through a ring at the corners of the body, to check it from swinging too much endways. Vol. 1, p. 211.
- Check Ring.* An iron ring screwed into the corner pillars of the body for the check braces. Vol. 1, p. 106.
- Check String.* A worked line, by which the coachman has notice to stop.
- Coach Box.* The fixture on which the driver sits. Vol. 1, p. 125.
- Collar.* That part of the harness, by which the horse draws; it is of two sorts, the breast and the team, also a shoulder or middle to an iron stay or bolt. Vol. 2, p. 133; 139.
- Collar Bolt.* A bolt with two nuts, and a collar in the middle. Vol. 1, p. 104.
- Collar Brace.* A strong leather strap, fixed under the body, to check it from swinging sideways. Vol. 1, p. 211.
- Collar Brace Ring.* An iron ring, through which the collar brace is looped. Vol. 1, p. 106.
- Cork Ledge.* A long stripe of cork, nailed on the coachman's foot-board, against which his feet are placed.
- Corner Pillars.* The corner framings of bodies. Vol. 1, p. 10.
- Cornice Rails.* The top framing of the body of a coach or chariot, called roof rails. Vol. 1, p. 13.
- Counter Sunk Bolt.* A bolt, the head of which is let in level with the surface of the plate it fixes

Coupling

- Coupling Reins.* The reins which couple the horses together. Vol. 2, p. 137.
- Cradle.* A leather convenience fixed to opposite bearings, for any thing to be carried safe, and the coachman to ride easy upon. Vol. 1, p. 130.
- Cranes.* Strong iron bars, which form the sides of the upper carriage, and unite the back and fore timbers, shaped like a crane's neck, for the purpose of the fore wheels to pass under. Vol. 1, p. 94.
- Crane Neck Carriage.* A carriage that is made with cranes. Vol. 1, p. 53.
- Crane Shaft.* Wood instead of iron, for the same purpose. Vol. 2, p. 83.
- Crown Piece.* That part of the bridle which lies on the horse's head. Vol. 2, p. 137.
- Curb.* The small chain which goes round the horse's jaw, and hooks to the bit.
- Curb Hook.* A hook which the curb is hitched to.
- Curricl.* A two wheel carriage, drawn by two horses abreast. Vol. 2, p. 95.
- Curtuers or Cuttos.* Projections left at the end of the axletree bed, which lie over the back part of the wheel to shelter the axletree from gravel or other dirt. Vol. 1, p. 48.

D.

- Dashing or Splashing Leather.* A large iron frame, covered with leather, preventing the dirt from splashing against the passengers or pannels. Vol. 1, p. 206.
- Dce.* A ring in the shape of a D. for a strap to loop through. Vol. 2, p. 145.
- Door Pillars.* The side framings of the doors. Vol. 1, p. 14.
- Door Styles or Middle Rails.* The middle framing of the doors. Vol. 1, p. 14.
- Dovetail Ketch.* A small iron ketch, fixed on the side of the door, to prevent it settling. Vol. 1, p. 162.
- Duke's Bit.* A bit of a peculiar form on the outside. Vol. 2, p. 146.
- Drag Chain.* A strong chain, with a large hook to hitch on the hind

hind wheel, and keep it from turning when descending a hill.
Vol. 1, p. 221.

Drag Staff. A short pole, which is fixed under the hind part of the carriage, and to be let down when ascending a hill, to give the horse more ease, by occasionally resting. Vol. 1, p. 221.

Driving Cushion. A deep cushion, made purposely for the driver to sit on.

Driving Box. A portable box, on which a cushion is placed, to raise the driver. Vol. 1, p. 149.

Drop Bottom. The bottom of a coach, chariot, or chaise body, when sunk deeper than the surface of the framing, to give more room,
Vol. 1, p. 15.

Drop Seat Box. A box which is made to hang between the seat rails, to carry luggage.

E.

Ear Bows. Leathers bent across the horse's ears, lapped with tape, the same as the fronts and roses. Vol. 2, p. 148.

Elbow Case. A cavity in the inside of the body, at the elbow part, for bottles, &c. seldom used but to travelling carriages.

Elbow Rails. The middle part of the framing to a coach or chariot, and the upper part to a chaise or phaeton body, on which the elbow rests. Inside elbows are projections within the body, for the elbow to rest on. Vol. 1, p. 12.

Elbow Springs. Are those that rise in an oblique direction from their bearings, mostly used to one horse, or phaeton carriages. Vol. 1, p. 76.

Embossing. A method of raising the crests, &c. in silver or plated metals, &c. the same as in relieve. Vol. 1, p. 172.

English Pole Pieces. The pole pieces that are fixed to the pole-end,
Vol. 1, p. 212.

F.

Falls. That part of the lining, which hangs loose from the seat rails.

False Collars. Those that are occasionally added under the others, to prevent

- prevent the horse from being galled by friction. Vol. 2, p. 139.
- False Belly Bands.* A leather strap, which buckles on each side of the collar to keep it down, so as to save the use of a breeching. Vol. 2, p. 159.
- False Lining.* A linen cover, to preserve the cloth lining clean. Vol. 1, p. 149.
- Felly.* A divided part of the rim of a wheel, also a small part of a circle which is fixed on the futchells, and forms a bearing for the whole or half wheel front. Vol. 1, p. 110.
- Fence.* A rabbet round the edges of the lights, to prevent the weather getting between it, and the glass or shutter frame.
- Fillet.* A narrow painted border, not exceeding one inch broad. Vol. 1, p. 198.
- Foot Boards.* Are what the feet of the servant or driver rest on. Vol. 1, p. 31, 55.
- Foot Board Ledge.* A small piece of timber fixed on the footboard, against which the coachman's feet are placed. Vol. 1, p. 55.
- Footman Cushion.* A wooden frame stuffed, and covered with stout leather, to ease and elevate the servant behind the carriage. Vol. 1, p. 123.
- Footman Holders.* Lace, with tassels, hung to the back of the body, by which the footman holds. Vol. 1, p. 143.
- Footman Step.* An iron step, fixed to the hind part of the carriage, for the servant to mount by. Vol. 1, p. 108.
- Fore Bar or Block.* A bar framed in the front of a carriage. Vol. 1, p. 49, 62.
- Fore Carriage.* The under part, or conductor of a four wheel carriage, to which the fore wheels are placed. Vol. 1, p. 49.
- Forehead Piece.* An ornament, which hangs loosely on the forehead of the horse. Vol. 2, p. 142.
- Fore Pillars.* That part of the framing in a chariot, on which the doors hang, and which forms the front sweep. Vol. 1, p. 11.
- Fore Rails.* The cross framing rails to the fore end of a body. Vol. 1, p. 15.
- Fore Transom.* The timber which crosses the perch, on which the springs are placed, and through which the centre pin, or perch bolt, passes to the fore carriage. Vol. 1, p. 46.
- Frame Heads.* The head of a chaise or phaeton, made on an iron frame, for the purpose of taking off occasionally. Vol. 1, p. 98.

- French Pole Pieces.* Pole pieces which are made double, so as to be taken off occasionally. Vol. 1, p. 212.
- French Reins.* Long coupling reins, which buckle at the upper part of the long hand reins.
- Front.* A broad stripe to the front of the bridle, mostly covered with taping to match the roses. Vol. 2, p. 137.
- Futchells.* The timbers of the under carriage, in which the pole is fixed. Vol. 1, p. 50.

G.

- Galling Leather.* A broad strip of leather, sewed under that part of the harness, where there is a buckle to prevent it from galling the horse, or placed under the coachman's seat.
- Gib.* A small half-round wedge, which keeps the pole from rising. Vol. 1, p. 52.
- Gib Straps.* Two straps nailed to the gib, to confine it in its places. Vol. 1, p. 52.
- Gig.* A one horse chaise built in a fanciful style. Vol. 2, p. 96.
- Glass Rollers.* A brass machine, which eases the weight of the glass when drawing up. Vol. 1, p. 162.
- Glass Strings or Holders.* The lace which is nailed to the frames, to draw up the glasses by. Vol. 1, p. 142.
- Globe Lamp.* A lamp, the body of which is of a globular form. Vol. 1, p. 182.
- Grashopper Spring.* A peculiar formed spring, which fixes under the shaft of a one horse chaise to the axletree. Vol. 1, p. 76.

H.

- Hammer Cloth.* An ornamented covering to the coachman's seat. Vol. 1, p. 153.
- Hand Reins.* The reins which the driver holds, and by which the horses are guided. Vol. 2, p. 137.
- Hanging and Unhanging.* Is taking the body from the carriage for any material repair, and re-fixing it when done.
- Head Plates.* Metal ornaments, placed at the upper parts of bodies. Vol. 1, p. 171.

Head

- Head Plate Pins.* Small nails, with plated heads, to fasten the head plates with.
- Head Ring, or Head Territ.* A ring, placed on the top of the bridle of the wheel harness, through which the leading reins pass, when four horses are drove in hand, and sometimes used for ornament only. Vol. 2, p. 148.
- Heads.* The top or cover of a phaeton, chaise, &c. or the top of the bridle. Vol. 1, p. 202.
- Head Stall.* The bridle without the bit or reins, and sometimes means the crown piece only. Vol. 2, p. 137.
- Heam Collar.* A padded or stuffed collar, which goes round the horse's neck, and by which he draws. Vol. 2, p. 146.
- Heams.* Two compassed irons, with links at one end, and loops to buckle at the other, fitted to the neck collar, by which the draught is taken. Vol. 2, p. 146.
- Heam Links.* The links, which unite the heams at the bottom. Vol. 2, p. 147.
- Heam Strap.* A small strap, which confines the heams at the top. Vol. 2, p. 147.
- Heam Tugs.* A part of the harness rivetted to the heams, to which the traces are fastened or buckled. Vol. 2, p. 139.
- Heel Boards, or Heel Leathers.* Boards or leathers nailed under the seat, to shelter the legs from the cold. Vol. 2, p. 127.
- Hedge Hog.* A leather stuck full of nails, to buckle on the pole with the points upward, to prevent the horses gnawing it.
- Hind Standards.* An ornamented platform, on which the footman stands behind the carriage. Vol. 1, p. 123.
- Hip Straps.* A part of the harness, which lies on the hips of the horse, and buckles to the breeching tugs, which it supports. Vol. 2, p. 133.
- Holders.* Broad lace with tassels, by which the person in the carriage holds, or draws the glasses up by. Vol. 1, p. 136.
- Horn Bar.* Same as budget or boot bar.
- Hoop Sticks.* Thin compassed rails, which form the roof. Vol. 1, p. 31.
- Hoops.* Iron rims, which are tightly drove on, to strengthen or unite two things together. Vol. 1, p. 102.
- Hooped Wheel.* The wheel whereof the iron rim is one entire piece. Vol. 1, p. 111.

Hooping Piece. A strong timber, which unites the perch to the fore end of the carriage. Vol. 1, p. 46.

Hooping Wings. Two extending timbers, which unite the perch to the fore end of the carriage. Vol. 1, p. 46.

Houfing. A small square pad, which lies on the horse's back, to which most of the harness is fixed. Vol. 2, p. 132.

Houfing Cushion. The soft stuffed under part of the houfing. Vol. 2, p. 133.

I.

Imperial. A leathered case, which is placed occasionally on the roof of the body, for the purpose of carrying cloaths, &c. safe. Vol. 1, p. 218.

Italian Lamps. A lamp of an oblong or cylindrical round form. Vol. 1, p. 182.

J.

Jack. A small machine, in which the brace is fixed, to be let out or taken in by. Vol. 1, p. 78.

Japanning. Painting, with a black glossy preparation, the leathered part of the body and carriage. Vol. 1, p. 206.

Jew's Harp Staple. An iron staple, in the shape of a Jew's harp, and a connected part of the grafshopper spring, which it raises from the axletree. Vol. 1, p. 76.

Jointing. The cleaning of the mouldings, and levelling the joints of the framing, previous to new painting.

Joints. The irons, by which the heads of chaises or landaus are let up and down. Vol. 1, p. 107.

Joint Props. What the joints are placed on.

K.

Knee Boot or Knee Flap. The leather which covers the knees, when sitting in an open carriage. Vol. 1, p. 205.

Knee

Knee Boot Cheeks. The flaps on the sides of the knee boots. Vol. 1, p. 205.

Knee Boot Fall. The strip of cloth, which covers the top of the knee boot, made of the same materials as the lining is.

Knee Boot Strap. What fastens the knee boot down, when out of use.

L.

Lamp Barrel. That part which contains the candle. Vol. 1, p. 182.

Lamp Fork or Prop. A small iron fixture, which keeps the lamp barrel steady. Vol. 1, p. 182.

Lamp Irons. Are what the lamps are fixed by to the body. Vol. 1, p. 182.

Lamp Spring. A spiral wire, placed in the lamp barrel, which forces the candle to rise as it consumes. Vol. 1, p. 182.

Lamp Straps. Small straps, which buckle round the barrels. Vol. 1, p. 185.

Landau. A carriage built in the manner of a coach, but with the upper part of the body to open at pleasure. Vol. 2, p. 38.

Landaulet. A chariot made the same as above. Vol. 2, p. 57.

Lays. A strip of leather, which is sewed on the top of another that is broader, for the purpose of additional strength, or to confine a smaller buckle; also particular stripes in the lace, which are always of silk, called silk lays.

Leading Harness, or parts thereof. Are what belong to the fore horses, when more than the ordinary number are used, commonly called leaders. Vol. 2, p. 152.

Linch Pin. A small iron pin, which goes through the axletree point, and secures the nut to keep the wheel on.

Lining. Covering the wood work on the inside of the body with cloth, &c. or repairing any part that is worn. Vol. 1, p. 154.

Lights. The windows of the body, such as door, front, side, or back lights.

Locking Plates. Short, thick iron plates, fixed to the sides of the perch, to preserve it from injury, by the wheel rubbing against it when the carriage is turning.

Locking Stop. A piece of timber fixed to the fore bed, to prevent the wheel striking at all against the perch.

Loops.

Loops. See body loops or running loops.

Luggage Boot. A boot with a loose cover, convenient to carry luggage. Vol. 1, p. 116.

Luggage Irons. The iron frames, of which those boots are made. Vol. 1, p. 97.

Lugg Plate. An iron plate, with a part branching from the side, to unite or hang two things by.

M.

Main Braces. The strong leathers, by which the body hangs. Vol. 1, p. 210.

Mantle. A painted ornament, in form of a curtain, in which the arms, crest, or cyphers are placed. Vol. 1, p. 197.

Martingale. A temporary addition to the bridle, placed so as to prevent the horse throwing his head back, sometimes used as an ornament. Vol. 2, p. 140.

Middle Pillar, or Partition Piece. That which divides the front windows into two. Vol. 1, p. 15.

Middle Rails. The middle framing of the body. Vol. 1, p. 12.

Mortise. A square hole, made in one timber, to receive the end of another, called a tenon, for the framings to be fastened by.

N.

Nave. The centre or stock of the wheels, in which all the spokes are fixed, and through which the axletree arms go. Vol. 1, p. 112.

Neck, or Withers Strap. A part of the harness, which crosses the withers of a horse, and supports the breast collar. Vol. 2, p. 135.

Neck Plates. Thin iron plates, fixed on the flats or wood work of chaise heads, which move by means thereof. Vol. 1, p. 107.

Newmarket Strap. A part of the harness, which buckles together the housings and collar. Vol. 2, p. 135.

Net. A convenience placed across the roof, on the inside of a coach or chariot. Vol. 1, p. 145.

Nose Band. A leather, which crosses the nose of the horse, and buckles to the cheek of the bridle. Vol. 2, p. 142.

Nose

Nose Plate. A short iron plate, fixed across the chops or nose of the futchells to keep them fast, and on which the pole rests.

Vol. 1, p. 100.

Nunters. Are short timbers, framed across the beds, or transoms of the carriage, to strengthen them. Vol. 1, p. 49.

Nuts. Square pieces of iron, which are screwed on the bottom of the bolt. Vol. 1, p. 104.

O.

Oil Skin. Linen dressed with oil, used as covers for hammer cloths, &c.

Oil Skin Patent. Woollen cloth, prepared in a peculiar manner, for the same use as the linen, but is more durable.

Octagon, or Oval Light. The small window at the back of the body.

P.

Pad Cloth. A cloth usually bound with lace, and put under the pad or housings on the horse's back. Vol. 2, p. 149.

Pannels. Are what fills the framing of the body, and are called door, side, quarter, or back pannels. Vol. 1, p. 20.

Passing Lace. A narrow lace, which is nailed and pasted over the nailed edges of the cloth. Vol. 1, p. 142.

Perch. The long or main timber of a carriage, which unites the hind and fore end together. Vol. 1, p. 44.

Perch Bolt. A strong round iron pin, on which the fore carriage turns. Vol. 1, p. 103.

Perch Carriage. The carriage made with a perch. Vol. 1, p. 43.

Perch Bolt Hole. The hole in the timber through which this pin passes.

Perch Bolt Key, or Cotterell. Is a thin piece of iron, fixed through the eye of the perch bolt, to keep it from rising.

Perch Bolt Nut. An iron screw, fixed on the perch bolt, for the purpose of additional security. Vol. 1, p. 103.

Perch

- Perch Hoop.* The hoop that unites the other timbers to the perch.
Vol. 1, p. 102.
- Picking out.* The painting with various colours the mouldings, &c.
Vol. 1, p. 193.
- Pinning.* The nailing with small headed iron nails, called pins, used only to the leather or lining.
- Pipe Box.* See axletree box.
- Plated.* The strengthening the timber with iron plates, or covering the furniture of either carriage or harness, superficially with silver or other metal.
- Point Straps.* Small straps, which buckle down the points of the main braces.
- Pole.* The long lever, by which the carriage is conducted.
Vol. 1, p. 51.
- Pole Pin.* A round iron pin, which passes through the futchell ends and pole, to keep it from coming forward.
- Pole Pin Cap.* A leather, which secures the pole pin. Vol. 1, p. 104.
- Pole Pieces.* Strong leather straps, which fasten the horses to the pole end. Vol. 1, p. 212.
- Pole Ring.* A ring fixed on the pole end, with loops for the pole pieces to be fastened to. Vol. 1, p. 102.
- Pole Staple.* A staple drove into the back end of the pole, with which it is fastened by a gib. Vol. 1, p. 106.
- Portsmouth Bit.* A bit made of a peculiar form, for hard mouthed horses.
- Private Locks.* Those fixed in the standing pillars, by which the doors are occasionally locked up. Vol. 1, p. 161.
- Props.* The iron fixtures, on which the joints of chaise or landau heads are fixed. Vol. 1, p. 107.
- Pump or Plow Handles.* The long projecting timbers, on the hind part of the carriage, on which the foot-board is placed. Vol. 1, p. 121.

Q.

- Quarters.* The sides of a coach, divided by the middle rails into four parts; in a chariot, only into two: the sides within the body are also called quarters. Vol. 1, p. 16.

Rabbit

R.

- Rabbet.* An edge of the timber sunk below the surface, for others to be lapped in.
- Raiser.* A small pillar or block, for any other thing to rest on. Vol. 1, p. 63.
- Raised Hind or Fore End.* Is when the budget or footboard is raised on blocks, for the ornament of the carriage. Vol. 1, p. 120.
- Rims.* Narrow stripes of leather, of various sorts, which are buckled to the bridle to manage the horse by.
- Rein rings and Hook.* Are conveniencies for the reins to run in, or be hung by. Supplement, p. 69.
- Rockers.* The flat pieces of timber fixed within the bottom side, on which the bottom boards are nailed, for the purpose of sinking the bottom, to give more height within the body. Vol. 1, p. 15.
- Rollers.* See glass and splinter bar rollers.
- Roof Rails.* The top framing of a coach or chariot body, on which the roof is fixed. Vol. 1, p. 13.
- Roses.* Round ornaments for a horse's head, mostly made up of silk or worsted ribbons, also a small trimming, through which the hand holders are fixed. Vol. 2, p. 148.
- Round Robbins.* Broad rims fixed to the ends of the axletree bed, to cover the back of the fore wheel, and for preventing dirt falling in to injure the arms of the axletree.
- Running Loops.* Leather loops, which slide on the reins to keep the points down.

S.

- Safe Braces.* Braces, which are placed so, as to support the body, if by accident, its other supporters should break. Vol. 1, p. 212.
- Salisbury Box or Boot.* A coach box of a peculiar form, imitating those originally made to the Salisbury stages. Vol. 1, p. 126.
- Screwing a Bolt.* Mending the thread of it, when injured by rust, or a bruise.

Screwing.

- Screwing up the Bolt.* Is the tightening the nuts to keep the work firm.
- Scroll.* An ornament, carved at the end of the timber.
- Seaming Lace.* A round lace, which is sewed in the corners, and round the edges of the linings. Vol. 1, p. 142.
- Seat Boards.* The boards, nailed to the seat rails, on which are placed the cushions.
- Seat Box.* A box, which slides under the seat of the body. Vol. 1, p. 149.
- Seat Fall.* A piece of cloth, nailed on the edge of the seat, trimmed with lace, and placed for ornament, and also to cover the vacant space.
- Seat-Irons.* Strong irons made in the form of a T, with loops at the end for the cradle to be fixed to, on which the coachman's seat is placed. Vol. 1, p. 97.
- Seat Rails.* The cross framing, on which the seat boards are nailed. Vol. 1, p. 15.
- Seat Rolls.* A strip of cloth, nailed along the front of the seat, and stuffed in form of a roll, to keep the cushions in their place.
- Shutter String.* A tape nailed on the shutter, by which it is pulled up or down.
- Shafts.* The long timbers, in which the horse is placed, to a two-wheeled chaise.
- Shaft Tug.* Part of a chaise harness, in which the shafts of a one horse chaise are hung. Vol. 2, p. 140.
- Slatt.* The wooden ribs of a chaise or landau head. Vol. 1, p. 31.
- Sliding Seat.* A seat, which occasionally moves higher or lower, to accommodate ladies in their head dress, also a small seat that draws out to accommodate a third person to sit on.
- Scroll Springs or Scroll Loops.* Are springs and loops, when bent round in the form of a scroll. Vol. 1, p. 75.
- Splinter Bar.* The fore bar, which the horses are fastened to, and draw by. Vol. 1, p. 50, 62.
- Splinter Bar Sockets.* Iron ferrules, for the splinter bar ends. Vol. 1, p. 101.
- Splinter Bar Rolls, or Roller Bolts.* Are strong bolts, with large round flat heads, and thick rollers, round which the traces are fastened. Vol. 1, p. 104.

Shackle.

- Shackle.* A square iron loop, which is hung on the top of the springs, for the braces to hang by. Vol. 1, p. 106.
- Spokes.* The timbers, which support the rim of the wheel from the centre. Vol. 1, p. 112.
- Spring Curtain.* A silk curtain, which draws down over the lights or windows, and instantly rises on pulling the trigger, by means of a concealed spring. Vol. 1, p. 146.
- Spring Plate.* One of the members of a spring. Vol. 1, p. 71.
- Spring Back Plate.* The outside, or main plate of a spring.
- Spring Gut Plate.* The inside plate of the spring.
- Spring Bars, Beds, or Transoms.* The timbers, on which the springs are placed. Vol. 1, p. 46.
- Spring Hoop.* The hoop which confines the plates. Vol. 1, p. 71.
- Spring Stay.* The irons which support the springs. Vol. 1, p. 73.
- Standard.* The principal part of the coach box, or the perpendicular framings in other parts, such as the fore and hind standards. Vol. 1, p. 55, 123.
- Standard Plates or Irons.* The iron work, which fixes the standards in their place. Vol. 1, p. 100.
- Standing Pillar.* An upright part of the framing of the body, which supports the roof, on which the doors hang, and shut against. Vol. 1, p. 11.
- Stays.* The iron work, which supports or strengthens any separate article, such as the horn bar stay, the spring stay, &c. Vol. 1, p. 96.
- Step Piece Body.* The name of a peculiar formed chaise body. Pl. 33.
- Step Plates.* Thin iron plates, for the joints of the steps to wear on, and to preserve the timber.
- Step Stops.* Small iron fixtures, against which the folding steps rest, when let down.
- Strake.* The short pieces of iron, with which the ordinary wheel is shod or rung. Vol. 1, p. 112.
- Strake Nails.* Long strong nails, with which the strakes are fastened to the wheel.
- Surcingle.* A leather strap and buckle, sewed to a chaise saddle, the same as a belly band to a housings.
- Swa Bar.* A compassed timber, fixed on the futchell, which keeps the fore carriage steady. Vol. 1, p. 51.

- Swa Bar Plate.* A plate screwed on the swa bar to strengthen it.
Vol. 1, p. 100.
- Squabs or Sleeping Cushions.* Soft thin cushions, hung on the inside of the body, for the shoulders and head to lean against. Vol. 1, p. 145.
- Sword Case.* The same as a boodge.
- Sulk y.* The name of a chariot, which can hold only one person.
Vol. 2, p. 66.
- Scutcheons.* Small plates, fixed between the leather, and the shoulders of the territts, &c.

T.

- Tandem.* The manner of driving two horses in a team. Vol. 2, p. 120.
- Territts.* The harness furniture, through which the reins are conducted. Vol. 2, p. 144.
- Throat Band or Throat Latch.* A strap which buckles on each side of the bridle, placed under the throat. Vol. 2, p. 138.
- Throat Band Dee.* A D. fixed on the throat band, to contract the bearing reins. Vol. 2, p. 145.
- Thimble Hools and Eyes.* Are the iron work, on which the shafts for one horse phaetons are hung. Vol. 1, p. 104.
- Thumb Nut or Screw.* A nut with lugs, to be screwed on with the finger and thumb. Vol. 1, p. 104.
- Trace.* That part of the harness, by which the horse draws.
Vol. 2, p. 153.
- Trunk Fasteners.* Small iron screws with square heads, by which the trunk is kept steady. Vol. 1, p. 105.
- Transoms.* The timbers of the carriage, which are framed across the perch, on which the springs are fixed. Vol. 1, p. 46.
- Tread.* Part of a step or flat place, reserved for the foot to be placed on, when getting in.
- Trimming.* The covering with lace, cloth, leather, &c. the inside or outside of a carriage.
- Trunk Straps.* Straps, by which the trunk is fastened. Vol. 1, p. 217.
- Tub Bottom Body.* A body, with a roundish formed bottom.
- Tug Plate.* A plate, fixed on the shafts, in which the tugs of a one horse harness is placed.

Tugs.

Tugs. Part of the harness, which supports the bearings, such as collar or breeching tugs, &c. Vol. 2, p. 139, 140.

Tyre. The iron which rims the wheels.

V.

Vallens. The top rows of broad lace, to the inside of a coach or chariot body, and the front strips of leather, used to the head of a one horse chaise, &c. Vol. 1, p. 203.

Varnishing. The covering with a glutinous transparent liquid, which gives lustre to, and preserves the paint. Vol. 1, p. 193.

Venetian Blind. A blind, for the purpose of letting in the air, and shading from the sun, which serves also as a shutter when closed. Vol. 1, p. 148.

Vis-à-Vis. A small body, of a coach form, meant only to contain two passengers, fronting each other. Vol. 2, p. 48.

Under Carriage. The fore carriage, which conducts the other. Vol. 1, p. 49.

W.

Webb Lace. A thick coarse kind of lace, mostly used for footman holders. Vol. 1, p. 137.

Wheel Fore End. Is when the front of an upper carriage, has a whole or half circular plate, placed horizontally, for the more steady bearing, when the carriage locks or turns. Vol. 1, p. 54.

Wheel Irons. Strong irons, which hook or bolt on the end of the splinter bar sockets, and go on to the end of the fore axletree arm, between the wheel stock and nut, in order to stay and strengthen the splinter bar, and assist the coachman in mounting. Vol. 1, p. 97.

Wheel Plate. The circular iron flat plate, on the fore end of the carriage. Vol. 1, p. 96.

Well. A strong box, conveniently placed at the bottom of the body, to carry luggage. Vol. 1, p. 220.

Welting,

Welting. Is the sewing a narrow strip of leather over the corner seams of that part which covers the upper part of a body, or boot of a carriage, and which forms a round moulding, and keeps out the wet.

Wifkey. A lighter sort of a one horse chaise than usual. Vol. 2, p. 134.

Wings. The extended timbers of a carriage, also what is fixed to the sides of a chaise or phaeton body for the elbows to rest on. Vol. 1, p. 46, 204.

Wither Strap. A part of the harness, which goes round the withers of the horse to hold up the collar.

Woodcock Eye. A small iron instrument, fixed to the end of a trace, which hooks on the splinter bar end for drawing by.

Worm Spring. A narrow steel plate, twisted round in a spiral form, fixed in the double of the main brace, to assist it in giving ease. Vol. 1, p. 78.

F I N I S.

ERRATA TO VOL. II.

		£.	s.	d.
Page 28.	17th line, 2d column for 1l. 5s. read	2	5	0
Page 29.	A new spoke to any wheel	-	0	5 0
	A new felly to ditto	-	0	5 0
	Taking off and putting on the iron to the hoop wheel must be added.			

THE
S U P P L E M E N T
TO THE
TREATISE ON CARRIAGES:

COMPREHENDING ALL THE
NECESSARY REPAIRS;
THE MODE AND TERMS FOR HIRING;
WITH INSTRUCTIONS HOW TO
PRESERVE AND PURCHASE
ALL KINDS OF
CARRIAGES AND HARNESS NOW IN USE.
CONTAINING ALSO OTHER
USEFUL INFORMATION THEREON;
WITH THE
PRICES FOR EVERY ARTICLE ANNEXED.

ADVERTISEMENT.

IT having been suggested by some Gentlemen, who have lately purchased new Carriages, and may not have occasion for another new purchase, that it would be convenient for them to have the Supplement by itself, in order to direct them in a proper manner how to preserve, or repair, the Carriage or Carriages they are already possessed of; or if their inclination should lead them to adopt the custom of hiring, that they may have the benefit of such instructions as are there given on that subject. The Author has therefore ordered an additional number of the Supplements to be published for the accommodation of such Gentlemen as wish to purchase them separately.

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SUPPLEMENTARY

OBSERVATIONS

ON

REPAIRING, PRESERVING, AND HIRING

CARRIAGES, &c.

TO those who keep carriages, nothing can be more satisfactory, than to know what the expences thereof are likely to be for any length of time : as also how they may repair or preserve their carriages, or harness, without the risk of incurring extravagant expences.

The expence of carriages, at the first purchase, has often proved comparatively small with the after expence for maintaining them in repairs, principally owing to the want of such instructions as might

B effectually

effectually guard them against imposition, and directions what was proper to be done, as well for the necessary repair as the preservation.

Many persons have denied themselves the convenience of a carriage, by anticipating those evils, which are well known to have long existed; and although many carriages have been kept, yet many more would have been, had the means been devised, whereby the expences could have been computed with any degree of certainty, and without so much trouble in attending to the care of them.

It is by the coachmen gentlemen are usually biased in what is to be done in the repairs, or alterations of the carriage; and who, from interested motives, or capricious whims, often go to extravagant lengths, abusing the implicit confidence their masters place in them, not only to the sacrifice of their property, but to the injury of the carriage, which often becomes a kind of property to the coachman or coachmaker, and the proprietor a dupe to one, or both of their artifices.

Coach-

Coachmakers are too frequently made subservient to the coachmen, owing to the influence they have with their employers, and are therefore obliged to countenance the impropriety of their orders, if they wish to preserve their customer. Therefore, by stating what the probable expence for repairs may be, for any length of time, a person may judge, whether or not he has been taken advantage of, by one or the other. It is in consequence of frequent and expensive repairs, which gentlemen often experience, that they are induced rather to job or hire, than to purchase a carriage, supposing this the best way to know the extent of their expences; but in that they are frequently disappointed, by a number of charges for extras, and what are termed accidents, which often exceed the expence of their own carriage. It will, therefore, be necessary to explain the general terms of hiring, and what the expences annexed are likely to be, so that a person may decide, whether the purchase or hire be most eligible.

It is also essential to know, in what manner a carriage may be best preserved, both in strength and beauty; for by neglect, or ignorance, a carriage is as much injured as by use. This depends entirely on the care of the servant, and is a matter of consequence to the proprietor, to examine as scrupulously into the merits of the coachman, respecting his knowledge of a carriage, as it is of his experience among horses, or his skill in driving them. A proper qualified coachman, made independent of his customary emoluments, is as valuable a servant as any in a gentleman's family; but, otherwise, is as likely to be one of the worst, as his expectation of perquisites often produces extravagant expences to his master, and brings discredit on the builder; it is proper, therefore, for a gentleman to consider his own advantage, and make an adequate allowance to his servant, for the emoluments he deprives him of, whereby he may secure to himself treble advantages.

Many inconveniencies arise to gentlemen,

men, from not knowing the extent or manner of paying the duties; to prevent tedious researches in the several acts of Parliament made thereon, an abstract will be given, which, with every other information relating to Carriages, cannot fail to be of material advantage to every proprietor of a carriage.

CHPA.

CHAP. I.

ON REPAIRS.

IT is in a carriage, as in many other mechanical structures, that in order to repair, the taking to pieces and putting together costs more than the repair itself, and the charges for trifling things appear enormous ; but in general it is taken advantage of by some coach-makers, who copiously mention in their bills every circumstance of the job, almost to the number of turns of the screws, or blows of the hammer, with a constant repetition of driving out, driving in, taking off and putting on, unscrewing and screwing, nailing and unnailling, unhangng and rehangng, &c. &c. which by some is done only to countenance imposition, by confounding the charge for the job with so many different matters, as to make it, to a gentleman, incomprehensible. The following tables shew what the separate prices are, whereby they may easily be collected.

It may be disputed by some, the probability of fixing a regular price for repairs, on account that they are not always executed with equal acility ; certain it is, that sometimes a repair will

cost double the labour and time that it usually does, and as often may be done with half; therefore no exception should be taken on account of these accidental circumstances, but a regular average price charged for all jobs of the same kind.

It is next to impossible to state with accuracy every repair that is done to a carriage; for an accident may happen in such way that the means of repairing cannot even be furnished, but must be left with the coach-maker to make his own charge for the trouble and time the repairs may cost him.

The nature of repairs is so various, that it is necessary to arrange them under separate heads, that they may be collected with more ease; so that if a number of articles of repairs are done, and in a bill are jumbled together under one charge, the separate prices of the different articles should be compared with the amount charged for the whole.

Carriages, if well looked after, suffer no material injury with standing by, even for five or six years; it is the constant work and frequent washings which bring them to decay.

Driving very hard on the stones exposes a carriage to many accidents, either by running against others, or breaking by the violence of its use; the springs and axletrees are most likely to fail in
those

those cases, as the weight and strain lie chiefly on them; and although the coach-maker insures it for a time from any accident by fair use, yet it ought to operate with gentlemen as a matter where their personal safety and interest depend, not to allow their coachman to drive so fast, in particular on rough stoney ground, they would thereby avoid danger, and preserve the carriage from much injury.

SECT. 1.

ON GUARANTEEING OF CARRIAGES.

IT is customary with the builder, to warrant his work, for the first six or twelve months; but mostly for twelve; except chaises, and they are seldom for more than six, which is a sufficient time to prove the quality of either carriage: all failures within that time are obliged to be made good by the builder; such an obligation is necessary with some, to make them cautious of future expences; yet accidents are unavoidable; however cautious a tradesman may be; the worst of which is the failure of the iron work, in particular the axletrees, as from that, the greatest danger is to be expected. The coach maker's insurance extends to failures which happen in
consequence

consequence of bad materials, and not what arises from wear by use; any of the *Timber* or *Iron work* breaking, the *Plating* wearing through, the *Leather* unsewing, the *Paint* or *Varnish* flying, except if badly used, are what are meant to be made good, if faulty.

The *Wheels* are also included with the rest of the carriage, as the guaranteeing as confined to failures, only in consequence of faulty materials, and not to fair wear; for it would be impossible to afford the replacing a set of wheels, or make good other deficiencies which arise from the excessive use some make of a carriage, though many gentlemen are dissatisfied, if charged for any thing done in the space of that time, which the carriage is warranted for, without considering that any part of the carriage may require mending in consequence of the wear it has had, though it cannot be expected to be any thing very considerable, if the work is moderate; all that may be expected, is the lining with leather, or refitting the wheel-boxes, if worn so as to become loose.

It would save much perplexity, if a contract could at first be made with the builder, to maintain the carriage in repair, by the year, after the following manner, which will prove what the expences for repairs ought to be for any length of time, to any sort of carriage in use.

SECT. 2.

THE EXPENCES COMPUTED BY THE TIME
THE WHEELS WEAR.

TO prove the regular work of a carriage, is to ascertain it by the wear of the wheels, which being of three sorts, must be computed by the length of time they separately wear; of any sort of wheels, it can only be expected to wear down the iron which rims them, which in general is proportioned to the wheel, and the wheel to the weight of the carriage; but whether straked, hooped, or patent rims, if the timbers wear as long as the iron, the wheels are equally good of their kind; but that is seldom the case.

The wheels being of three sorts, wear different lengths of time; for example, the strake-rimmed wheel, on constant work, wears out in twelve months; the hoop-rimmed wheel in fifteen months; the patent-rimmed wheel, in eighteen months. The goodness of the wheels may be computed by the number of miles they each run over; the calculation therefore, is on the supposition that each wheel runs nearly five miles per day in town, and eight in the country, which is the shortest time they may be expected to last,

MILES.

	MILES.
A flaked wheel, on rough stoney ground to run —	1825
Ditto, on smooth turnpike road — —	2920
A hoop-rimmed wheel, on rough stoney ground —	2282
A ditto, on smooth turnpike road — —	3660
A patent-rimmed wheel, on rough stoney ground —	2738
Ditto, on smooth turnpike road — —	4380

Light carriages, such as phaetons and chaises, in general are used but half the year, and that in fair dry weather: when the roads are good, and being also lighter on the wheels, the wear is not so great on them, and of course may be expected to run more miles than the other, by about one third; for example, a set of flake-wheels to a coach or chariot may run 2920 miles in the country, taking the work regular all the year; a set of the same sort of wheels, also in the country, to a phaeton or chaise, 3894, when the roads are good, and taking also the work to be only for the six summer months in each year. The wear of those carriages, except the wheels, is the same in proportion to the work they do, and the expence for repairing them is proportioned to the same; therefore, to compute the expence for each, is to state them all at four years, allowing to the coach and chariot a set of wheels annually; to a phaeton or chaise, two sets in four years, supposing the work to be regular. This way the amount for repairs may be computed by the length of time the wheels last, whether it is longer or shorter than what is here stated.

EXPENCE

EXPENCE OF REPAIRS CALCULATED BY TIME OR WEAR OF THE WHEELS. BY

Supposing the work to be such, that the stroke wheels of a coach or chariot is worn out each year; and to a phaeton or chaise in three years.

	PHAETONS.									
	Coach.	Chariot.	Large.	Middle.	Small.	Carriage.	Gig.	Whekey.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
First year.	Repairs 3 0 0	2 10 0	—	—	—	2 0 0	1 15 0	1 10 0	—	—
Second year.	Wheels 7 10 0	7 10 0	—	—	—	—	—	—	—	—
	Repairs 4 10 0	4 0 0	4 0 0	3 10 0	3 0 0	3 0 0	2 10 0	2 0 0	2 0 0	2 0 0
	Wheels 7 10 0	7 10 0	6 12 0	5 11 0	4 10 0	3 10 0	3 2 0	2 11 0	2 11 0	2 11 0
Third year.	Repairs 7 0 0	5 10 0	5 10 0	5 0 0	4 0 0	4 0 0	3 10 0	3 0 0	3 0 0	3 0 0
	Painting 7 12 0	6 12 0	3 15 0	3 2 6	3 2 6	3 2 6	3 2 6	2 11 0	2 11 0	2 11 0
	Hammer-cloth, &c. Repairs 7 7 0	7 7 0	—	—	—	—	—	—	—	—
Fourth year.	Wheels 7 10 0	7 10 0	—	—	—	—	—	—	—	—
	Repairs 8 10 0	7 0 0	7 0 0	5 10 0	5 10 0	5 10 0	4 10 0	4 0 0	4 0 0	4 0 0
	—	—	—	—	—	—	—	—	—	—
Total for Repairs	—	59 19 0	55 9 0	28 17 0	25 13 6	22 2 6	21 2 6	18 9 6	15 12 0	15 12 0
First cost of each	—	120 0 0	110 0 0	63 0 0	55 0 0	50 0 0	45 0 0	40 0 0	31 10 0	31 10 0
Total cost	—	179 19 0	165 9 0	91 17 0	80 13 6	72 2 6	66 2 6	58 9 6	46 2 0	46 2 0
Value of each carriage at the four years' end	—	40 0 0	36 10 0	21 0 0	18 10 0	16 10 0	15 0 0	13 0 0	10 0 0	10 0 0
The expence for four years	—	139 9 0	128 19 0	70 17 0	62 3 0	55 12 6	51 2 6	45 9 6	36 2 0	36 2 0
The annual expence	—	34 17 3	32 4 9	17 14 3	15 10 9	13 18 6	17 15 6	11 7 4	9 0 6	9 0 6

By these statements any person may compute their expences, without being much at a loss to know whether the purchase or hire is preferable; this calculation is for plain substantial carriages, which in four years having worn out such a number of stroke wheels, amount to half the expence of the original purchase, and after that time, become an expensive charge for repairs: the most advisable plan then is, to dispose of the old carriage, while the fashion and the appearance are good, and which then may be supposed to be worth near one-third of its original cost, exclusive of the superfluous ornaments which are of no use to a second person at the disposal.

By the moderate use some people make of their carriages, the wheels are not worn out in four, five, or six years; they may, therefore, compute their expence to be nearly eight pounds for repairs, for the time the stroke wheels are in wear, ten pounds for the hoop wheel, and twelve pounds for the patent rim wheel, hammer-cloths, painting, and other additions excepted.

The expence of harness to be used with each carriage may be computed at five pounds per annum for a pair, and three pounds for a single harness.

Alluding to those rules, a person may judge of the fairness of his usage, either by his coachman or coach-maker; for if the expence much exceeds
this

this, the carriage must be badly built, or unfairly used.

SECT. 3.

PREPARATIONS FOR REPAIRS.

THE taking to pieces, and putting together, as before observed, is a great part of the expence of many, and the principal of some repairs; it is therefore best, while the carriage is afunder, to do all that is necessary, as the frequent taking to pieces does material injury, and the more there is done at one time, the expence will, in proportion, be less; yet if the old timbers are perfect, it is equally as improper to replace them with new, as it is to let them remain if doubtful.

The expence of unhangings, taking to pieces, putting together, and re-hanging, is the same in small as in large repairs, therefore the price for unhangings, &c. will be separately stated from that of the repairs, so that to whatever extent the repairs are carried, the price for unhangings, &c. may be added, and the whole amount obtained with more accuracy.

It is also proper to observe under what circumstance it is necessary to unhang the body, or take the carriage to pieces, whereby those expences

pences are incurred; for it is not uncommon to do it without necessity, and even to charge for it when not done at all. Painting the new timbers, and fitting the old iron work, are always necessary to complete the repair, and are included in the price; but if the failures in the iron work are so as to require mending, the expence is separately charged for.

In repairing the upper carriage with any new timber, the body must be taken off, and if the failure is in one of the transoms, or bars, that end is obliged to be taken asunder; the iron work must also be taken off, but if the failure lies in the perch, the carriage must be wholly taken to pieces.

In repairing the under or fore carriage, the body need not be removed, the centre bolt or pin, called the perch bolt, need only be taken out, and the upper carriage, with the body on it, may be supported on a tressel, while the fore carriage is taken out, and repaired.

SECT. 4.

NECESSARY MATTERS PREVIOUS TO
REPAIRS.*Unhanging the Body,*

IS the taking off the body from the carriage, in order to new paint, varnish, japan, or to put in a new inside lining, to put in new pannels, to re-mount the body with plated or other mouldings; to put on a new set of braces, to re-set or mend two or more of the springs. All repairs to the doors, false linings, joints, head plates, lamps, &c. may be done without unhanging the body.

*Unhanging the Body, and taking the Hind or Fore
End to pieces,*

Is taking the body from the carriage, and taking the fore or hind end framings to pieces, to put in new timbers, such as the hooping wings, spring bed, transom, hind axletree bed, or budget bar.

Unhanging the Body, and taking the Hind and Fore End, or all the Carriage to pieces,

Is taking off the body, and taking all the carriage to pieces, in order to put in a new perch, new hind or fore tranfom, or fore tranfom, and hind axletree bed, or new timber work throughout.

Taking off the Fore Carriage.

Is the taking off that part of a carriage, to which the fore wheels are placed, for the purpose of putting in new futchels, a fway bar, a fore axletree bed, also for lining the perch bolt, or perch bolt hole, the tranfom plate, the perch at bottom, the fway bar, or to take out the fore axletree.

The Re-Hanging the Body, putting together the Hind End, the Fore End, or both; and Re-fixing the Fore Carriage,

Are matters of course for completing the job, and are included in the following prices, for unhanging, &c.

PRICE

PRICE OF UNHANGING, AND TAKING TO
PIECES, &c.

	£.	s.	d.
To unhangng and rehangng the body ———	0	2	6
To unhangng and rehangng the body, and taking the hind or fore end of the carriage to pieces, and putting together the same ———	0	5	0
To unhangng and rehangng the body, taking the fore and hind end, or all the carriage, to pieces, and putting together again — — —	0	7	6
To taking out the fore carriage, and putting under again ——— ——— ———	0	1	0
To taking off and refixng the boot ———	0	1	0
Ditto the coach-box ——— ———	0	1	0

Those are to be charged for previous to the repairs which follow, except when the carriage-timbers are all new, and then the taking to pieces, putting together, &c. are not charged for.

SECT. 5.

REPAIRS OF THE TIMBER-WORK OF THE
CARRIAGE AND BODY THROUGHOUT.

THE principal repairs to the timber-work are on the carriage-part, and they become necessary either from decay, faulty wood, or being too light made; sometimes the failures are occasioned by accident, or violence, which may be

judged of when taken afunder; when any of the timbers begin to decay, the greater part may be fuppofed to be in a fimilar ftate, and failures then become frequent; in which cafe, the whole timber-work of the carriage ought to be renewed, in order to make the repair compleat and fubftantial, whereby expence, trouble, and danger may be avoided, the perch being the main timber of the carriage with which the others are connected, and which fupports the weight of the body, is frequently, from one caufe or other, out of repair either in the plates or the timber. It more frequently needs to be renewed, in confequence of having fettled with the weight of the body, than from other failures, for, by its fettling, the carriage is diftorted from its proper fhape, and thereby runs heavy.

Repairs to bodies are lefs frequent than to carriages, owing to their being placed in as eafy a manner as poffible, for the accommodation of the paffengers, and are thereby not fo much racked or fhock about, as the carriage part unavoidably is. The only likely repairs to bodies is the mending the pannels or mouldings, which, by accident, may be either bruifed or broken. There are a variety of other repairs both in the body and the carriage, befides the timber work, all of which will be noticed under the feveral fections to which the matter belongs.

REPAIRS TO THE TIMBER-WORK OF THE BODIES.

PANNELS, Including the Painting, without Orna- ments.	Coach, Cha- riot, Lan- au, Vis-à- Vis.			Whole Pan- nel Phaeton, Gig, &c.			Half pannel Phaeton, Gig, Chaise, & Whiskey.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A door pannel —	1	4	0	0	15	0	0	15	0
A side, or quarter ditto —	1	4	0	1	4	0	0	18	0
A back, or front ditto —	2	6	0	1	15	0	1	1	0
An upper back or front ditto —	2	6	0	—	—	—	—	—	—
An upper side, or quarter ditto —	1	4	0	—	—	—	—	—	—
To mending a pannel by battening or blocking on the inside —	0	10	6	0	10	6	0	10	6
A new fore footboard —	—	—	—	0	10	0	0	10	0
A pair of brackets —	—	—	—	0	8	0	0	8	0
One ditto —	—	—	—	0	5	0	0	5	0

The price for the pannels includes the painting without ornaments; but only two-thirds of the above prices are to be charged, if all the pannels are to be new painted, as the painting a pannel alone forms a material part of the expence, and, besides, seldom proves a match with the rest.

The taking up and putting down the lining are included in the expence with the pannels, as is also the brading, screwing, or otherwise putting on the old mouldings; but, if new mouldings are necessary, they are separately to be charged for.

MOULDINGS.

For every six inches or under.			<i>£.</i>	<i>s.</i>	<i>d.</i>
To fitting in a single piece of wood bead on the leather or mouldings	—	—	0	0	9
To fitting in a piece of moulding the breadth of the framing	—	—	0	1	6
To fitting in a piece of moulding cased round the framing	—	—	0	3	0
To a spliced end to a bottom side 18 inches long, or under	—	—	0	12	0

DOORS.

	<i>£.</i>	<i>s.</i>	<i>d.</i>
To casing each door	0	1	0
To fitting a piece of fencings to the lights	0	1	0
To a new garnishing-piece to the top of the door	0	3	0
To a ditto to the middle of ditto	0	5	0
To nailing the lining-boards of ditto	0	2	0
To a new hinge	0	2	0
To a new handle, silver plated	0	8	0
To a new spindle to the handle	0	2	6

PRICE OF REPAIRING WITH NEW TIMBER WORK FOUR-WHEELED CARRIAGES

	Coach or Chariot.	Large Phaeton.	Middle- sized Phaeton.	Small Phaeton.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A straight perch	3 3 0	3 0 0	2 13 0	2 10 0
A pair of hind hooping- wings	1 15 0	1 14 0	1 12 0	1 10 0
A fore hooping-piece, long or short	0 16 0	0 15 0	0 14 0	0 13 0
A fore transom	1 8 0	1 6 0	1 4 0	1 2 0
A hind transom	1 8 0	1 6 0	1 4 0	1 2 0
A budget-bar	0 15 0	0 14 0	0 13 0	0 12 0
A hind axletree-bed	1 8 0	1 6 0	1 4 0	1 2 0
A fore axletree-bed	1 8 0	1 6 0	1 4 0	1 2 0
A pair of hind nunters	0 12 0	0 11 0	0 10 0	0 9 0
A pair of futchels	1 5 0	1 3 0	1 2 0	1 1 0
A splinter-bar	0 16 0	0 15 0	0 14 0	0 13 0
A fway-bar	0 9 0	0 8 0	0 7 0	0 6 0
A pole	0 15 0	0 14 0	0 13 0	0 12 0
A gib	0 1 6	0 1 3	0 1 0	0 1 0

This forms the compleat
timber-work of a perch
carriage, which, without
the hind or fore blocks,
amounts to (plain paint-
ing included)

	15 19 6	14 19 3	13 15 0	8 15 0
A perch with plated fides	4 4 0	4 0 0	3 13 0	3 10 0
One futchel	0 14 0	0 13 0	0 12 0	0 11 0
One nunter	0 7 0	0 5 6	0 5 0	0 4 6
One hooping-wing	0 18 0	0 17 0	0 16 0	0 15 0
A pair of fore nunters, if used	0 15 0	0 14 0	0 13 0	0 12 0
One ditto	0 7 6	0 7 0	0 6 6	0 6 0
A pair of wood locking stops to the fore bed	0 4 0	0 4 0	0 4 0	0 4 0
A pair of round robbins to ditto	0 10 0	0 10 0	0 9 0	0 8 0

For a compass perch to either carriage add one-fourth of the
above price,

PERCH CARRIAGES.

	Coach or Chariot.	Large Phaeton.	Middle- sized Phaeton.	Small Phaeton.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The compleat new timber- work to a perch car- riage, exclusive of hind or fore blocks, or coach- boxes, but includes plain painting — —	16 14 6	15 13 3	14 8 3	13 7 3

CRANE-NECK CARRIAGES.

	Coach or Chariot.	Large Phaeton.	Middle- sized Phaeton.	Small Phaeton.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A fore transom —	1 15 0	1 11 6	1 10 0	1 10 0
A horn bar —	1 1 0	0 18 0	0 17 0	0 16 0
A fore bar —	0 15 0	0 14 0	0 13 0	0 12 0
A pair of fore wings —	0 16 0	0 14 0	0 13 0	0 13 0
A whole casing to the ho- rizontal wheel —	0 16 0	0 14 0	0 13 0	0 13 0
A pair of under felly or wheel-pieces —	0 10 0	0 10 0	0 9 0	0 9 0
A hind transom —	1 10 6	1 10 0	1 8 0	1 7 0
A hind axletree-bed —	1 15 0	1 11 6	1 10 0	1 8 0
A fore axletree-bed —	1 10 0	1 8 0	1 6 0	1 5 0
A pair of futchels —	1 8 0	1 6 0	1 5 0	1 4 0
A splinter-bar —	0 16 0	0 15 0	0 14 0	0 13 0
A pole —	0 15 0	0 15 0	0 14 0	0 13 0
A gib —	0 1 6	0 1 6	0 1 0	0 1 0
Sums total for new timber- work to a crane-neck carriage, agreeable to the present mode of building —	13 9 0	11 9 0	11 13 0	11 4 0

A single

	Coach or Chariot.			Large Phaeton.			Middle- sized Phaeton.			Small Phaeton.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
A single piece of wheel casing — —	0	5	0	0	4	6	0	4	0	0	3	6
A single under felly or wheel-piece —	0	5	0	0	4	6	0	4	0	0	3	6
A single futchel —	0	16	0	0	15	0	0	14	0	0	13	0
A single fore wing —	0	9	0	0	8	0	0	7	6	0	7	0
Wood casing to the cranes throughout —	2	12	6	2	6	0	2	2	0	2	0	0
Shafts to a four-wheeled carriage, either perch or crane-neck, for one horse to draw by —	A pair complete						—	—	—	1	1	0
	One shaft						—	—	—	0	10	0
	A bar						—	—	—	0	7	6

PRICE OF REPAIRING TWO-WHEELED CAR-
RIAGES WITH NEW TIMBER-WORK.

	Curricl.			Gig.			Whiskey.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A pair of shafts — —	2	14	0	2	16	0	2	18	0
A pair of hind bars —	1	10	0	1	8	0	1	4	0
A pair of fore ditto for the cur- ricl, and one for the gig —	1	10	0	0	15	0	0	12	0
A pair of hind nunters for the gig, and a pair of fore and hind ditto for the curricl —	0	18	0	0	9	0	0	8	0
A pair of splinter-bars for the curricl, and one for the gig, &c. — —	0	10	0	0	5	0	0	5	0
A pole for the curricl —	0	15	0						
A ladder-prop for ditto —	0	12	0						
Carry over —	8	9	0	5	13	0	5	9	0

The

	Currie.			Gig.			Whiskey.		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
Brought over —	8	9	0	5	13	0	5	7	0
The pole, the extra fore-bar, the splinter-bar, nunters, and the ladder-prop, to make the gig a currie —	—	—	—	2	16	0	2	16	0
A pair of shafts for the currie, so as to be used with one horse —	1	1	0						
The timber-work for the gig currie, or currie gig —	9	10	0	8	9	0	8	3	0
A single shaft to the chaise, or shaft and main side to the currie —	1	10	0	1	8	0	1	10	0
A single bar —	0	15	0	0	14	0	0	12	0
A single nunter —	0	5	0	0	5	0	0	5	0
A single splinter —	0	5	0	0	5	0	0	5	0
A ladder-prop new side —	0	7	0						
A ditto new cross-bar —	0	4	0						

WHEELS.

SRCT. 6.

W H E E L S.

WHEN new wheels are put on to old carriages, the old wheels are most frequently taken in exchange, and, to regular customers, one guinea for the set, or half a guinea for the pair, is the usual allowance, let them be good or bad; but to chance customers, the price to be given for the old wheels is in proportion to their value.

The old wheels are mostly the perquisite of the coachman, and the allowance is then given to them; but the servant can have no claim on them, unless he has been one year, or as long in his place as the wheels have been in use.

	Coach.		Chariot or large Phaeton.		Middle-sized Phaeton.		Small Phaeton.		Curricie or Gig.		Whilkey or Chair.	
Patent	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Hooped	—	—	11	11	10	10	8	8	5	5	4	4
Straked	—	—	8	18	8	8	6	6	4	4	3	13
	—	—	6	16	6	6	5	15	3	10	3	3

Agreeable to the present custom, these are the general charges for new wheels put on old carriages, and which also includes the painting and boxing them with the old boxes.

The coach and chariot wheels, for those prices, have for the hind wheels fourteen, and for the fore wheels twelve spokes in each; the middle and small phaeton have ten and twelve spokes in each; the curricie or gig fourteen; and the whilkey or chair twelve.

The rims of the wheels are what mostly wear out first, and are sometimes new rung with both iron and timber; the ringing is about one-third the price of new wheels, and, if the spokes and stocks are good, will answer the purpose, but not otherwise.

A PAIR OF EIGHTS.			Patent.			Hooped.			Straked.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
New tyre	—	—	1	10	0	1	10	0	1	0	0
New fellies	—	—	1	15	0	1	0	0	1	0	0
A PAIR OF TENS.											
New tyre with nails	—	—	1	15	0	1	15	0	1	5	0
New fellies	—	—	2	0	0	1	5	0	1	5	0
A PAIR OF TWELVES.											
New tyre with nails	—	—	2	0	0	2	0	0	1	10	0
New fellies	—	—	2	15	0	1	10	0	1	10	0
A PAIR OF FOURTEENS.											
New tyre	—	—	2	5	0	1	5	0	1	15	0
New fellies	—	—	2	15	0	1	15	0	1	15	0
The taking off the tyre, mending, and putting on again, with new nails to each wheel.			An Eight.			A ten.			A twelve.		
			£.	s.	d.						
Hoop or patent rim with nails	—	0 8 0	0	10	0	0	12	0	0	14	0
Ditto with bolts	—	0 10 0	0	12	0	0	14	6	0	16	0
Strake rim	—	0 7 6	0	9	0	0	10	0	0	12	9

BOOTS AND BUDGETS.

29

			£.	s.	d.
Fastening each end of a strake	—	—	0	1	0
Nailing a hoop, for each nail	—	—	0	0	6
Driving backwards or forwards the axletree or wheel-box, and tightening it in the wheel by wedges	—	—	0	2	0
A clip for fastening the felly	—	—	0	2	0
Mending each spoke with spoke-plates	—	—	0	1	0
Taking off two strakes, and cutting the felly shorter at the joint, to bring the timbers to a bearing, when shrunk with standing by	—	—	0	5	0

SECT. 7.

BOOTS AND BUDGETS,

THE leather-work is what principally requires to be repaired in boots and budgets, the other parts are mostly mended with plates of iron when defective.

	£.	s.	d.
<i>The taking off and putting on either a boot or budget</i>	0	1	0

THE TRUNK BOOT.

	£.	s.	d.
Taking off the front plate, taking up the leather, and putting on one or two new hinges, refixing, &c.	0	5	0
A new fastening for the lid	0	2	0
A new thumb-nut or screw for ditto	0	1	6
	A new		

			£.	s.	d.
A new lid or door	—	—	0	7	6
New piece of welting, under six inches	—	—	0	0	9
For every six inches of ditto	—	—	0	0	9

THE PLATFORM BOOT OR BUDGET.

			Large.			Middle.			Small.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
A new cover	—	—	2	2	0	1	15	0	1	10	0
A ditto welted	—	—	2	10	0	2	5	0	1	15	0
A new end to the cover	—	—	0	12	0	0	10	0	0	8	0
Ditto welted	—	—	0	15	0	0	12	0	0	10	0
A new leather side	—	—	0	18	0	0	15	0	0	12	0
The leather stripped off, and the side iron mended, and the leather sewed on again											
									0	12	0
A new strap	—	—							0	1	0
A new buckle and strap	—	—							0	2	0
Welting, under six inches, and for every six inches									0	0	9
A top cross piece to support the cover	—	—							0	5	0

SECT. 8.

COACH-BOXES,

THE necessary repairs to coach-boxes are mostly to the seat, the cradle, the footboard, or the ledge; the timber-work of the common coach-box sometimes fails, but of the others it very seldom does, and is more easily mended with

REPAIRS TO THE SEAT AND CRADLE. 31

with plates, or bolts of iron, than with new timber; it will therefore be only necessary to state the repair throughout of the common coach-box, which, except the fore standards and stays, are the same in all.

	£.	s.	d.
<i>The taking off the coach-box to do any repair, and re-</i>			
<i>fixing it again</i> — — —	0	1	0
A pair of fore standards — — —	1	1	0
One ditto — — —	0	10	6
A pair of stays — — —	0	18	0
One ditto — — —	0	10	0
A fore footboard — — —	0	8	0
A pair of crofs or standard bars — — —	0	10	0
One ditto — — —	0	6	0
A footboard ledge — — —	0	2	6
A ditto with scroll ends — — —	0	5	0
A cork ledge — — —	0	2	6
The wood-work complete to the old iron-work,			
including painting — — —	2	19	6
If ornamented brackets are used, the price is, for			
a pair of middlingly-ornamented brackets —	0	10	6
A pair of coach-box steps — — —	0	12	0

REPAIRS TO THE SEAT AND CRADLE.

	£.	s.	d.
Taking off and refixing the seat — — —	0	1	6
A new lath for the seat — — —	0	2	0
Covering the seat with new baize — — —	0	3	6
New stuffing the seat — — —	0	2	6

Two

	£.	s.	d.
Two new galling-leathers to the feat —	0	2	6
One ditto — — — — —	0	1	0
Lining with leather the two ends or four corners of the feat — — — — —	0	2	0
Lining one end, or two corners, with leather	0	1	0
For each new thong for the hammercloth to be tied on with — — — — —	0	0	3
A new loop or billet for the cradle —	0	1	6
Two new feat-straps — — — — —	0	4	0
One ditto — — — — —	0	2	0

 SECT. 9.

 RAISED HIND AND FORE ENDS, PUMP
HANDLES AND SHORT BLOCKS.

THERE are few carriages without one or other of those things, except phaetons or chaises; and, when carriages are repaired, with new timber, throughout, those things are mostly necessary to make them complete; therefore, to any carriage, with either sort of blocks, pump-handles, &c. add the price of them to the price of the compleat repair, as before stated.

A pair

		Plain.			Middlingly ornamented.			Much ornamented.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
A pair of pump handles	—	1	10	6	2	5	0	3	0	0
One ditto	—	0	16	0	1	4	0	1	12	0
A pair of short blocks	—	1	4	0	1	16	0	2	8	0
One ditto	—	0	13	0	1	0	0	1	6	0
A whole footboard for either	—	0	7	6	0	8	6	0	9	6
A half ditto	—	0	4	0	0	5	0	0	6	0

BUDGET BLOCKS, or RAISED
FORE ENDS.

A pair of side blocks	—	1	0	0	1	10	0	2	0	0
One ditto	—	0	10	0	0	15	0	1	0	0
A front block	—	0	10	0	0	15	0	1	0	0

HIND STANDARDS WITH FOOTMANS'
CUSHIONS.

					Middlingly ornamented.		
					£.	s.	d.
A pair of hind standards, with bar and wings complete	—	—	—	—	3	3	0
A pair of hind standards with a bar	—	—	—	—	2	5	0
One standard	—	—	—	—	0	15	0
A cross bar	—	—	—	—	0	15	0
A pair of wings	—	—	—	—	0	18	0
One wing	—	—	—	—	1	1	0
A new bottom to the footman's cushion	—	—	—	—	0	7	9
Covering the top with leather	—	—	—	—	0	12	0
Covering with japan, or other leather, the sides and ends	—	—	—	—	0	5	0
Ditto, if welted	—	—	—	—	0	10	0
Covering one side or end only	—	—	—	—	0	2	0
Ditto, if welted	—	—	—	—	0	5	0

The standards and bar are sometimes not carved, but only painted in imitation thereof, and are then only half the price of those stated.

SECT. 10.

REPAIRS TO THE IRON-WORK.

THE repairs to the iron-work are more frequent than to the wood-work, in particular the flays, plates, and bolts, which, whether to large or small carriages of any description, are nearly the same in expence either for new or repairing. The expence for taking to pieces and putting together is included with the prices here stated.

CRANES.	Coach, Chariot, or large Phaeton.			Middle or small-sized Phaeton, or Gig.		
	£.	s.	d.	£.	s.	d.
To mending the pair if broke, or altering the form of them ———	3	3	0	2	12	6
To mending one if broke, or altering if strained ———	1	15	0	1	10	0
AXLETREES, each.						
To a new axletree arm, fitting the old box, and refetting it to the way ———	0	18	0	0	15	9
To a new axletree nut ———	0	4	0	0	3	6
To fitting the nut to the screw ———	0	1	0	0	1	0
To fetting the axletree to rights, or fetting fair if strained ———	0	8	0	0	7	0
To a shoulder washer ———	0	1	0	0	1	0
To a dozen of lince-pins ———	0	2	6	0	2	6
WHEEL-BOXES, per pair.						
To a pair of new ones ———	0	18	0	0	16	0
To a single box ———	0	10	0	0	9	0
To fitting the pair of old ones to the arms ———	0	8	0	0	7	0
To cutting shorter a pair to make them fit the arms ———	0	6	0	0	5	0
Taking out and putting in the boxes to the wheels are included.						

SPRINGS

SMALL SPRINGS.

		Coach, Chariot, or large Phaeton.			Middle or small sized Phaeton, or Gig.			Grasshopper or double el- bow springs.		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
A main or back plate	—	0	15	0	0	12	0	0	12	0
A long gut plate	—	0	12	0	0	10	0	0	10	0
A short gut ditto	—	0	8	0	0	7	0	0	7	0
A shackle eye only to the plate	—	0	5	0	0	5	0	0	5	0
An out or inside flap to the spring	—	0	6	0	0	5	0	0	5	0
A hoop and rivet to ditto	—	0	3	0	0	3	0	0	3	0
A rivet only	—	0	1	6	0	1	6	0	1	6
A shackle for a spring	—	0	2	6	0	2	6	—	—	—
A Jew's-harp staple	—	—	—	—	—	—	—	0	7	6
A side to ditto	—	—	—	—	—	—	—	0	4	0
A new scroll iron	—	—	—	—	—	—	—	0	5	0
Mending of ditto	—	—	—	—	—	—	—	0	2	6
A lugg plate	—	—	—	—	—	—	—	0	2	6
Taking to pieces, cleaning, and setting each pair of springs to another form	—	0	12	0	0	10	6	0	10	6
Setting up or down by altering at the bearings or flap only	—	0	6	0	0	5	0	0	5	0

STAYS AND PLATES.

WITH new timber-work the fitting the plates are not to be charged for, only the mending, if broken. The following are the charges for making new, or mending old, iron-work to the carriage throughout; the shortening or lengthening are all charged the same price, and are each considered under the title of mending.

STAYS.

		New.	Mending.
		£. s. d.	£. s. d.
A spring stay	—	0 4 6	0 2 0
A horn or budget bar stay	—	0 7 0	0 2 0
A coach-box stay	—	0 5 0	0 2 0
A hind standard stay	—	0 8 0	0 2 0
A wheel iron	—	0 5 0	0 1 6
A wheel iron shortened, or set in at the eye	—	—	0 0 9
A seat-iron for a coachman's seat	—	0 5 0	0 2 6
A bottom or main stay to a chaise or cur- ricle	—	0 15 0	0 3 6

PLATES.

A transom-plate	—	0 7 6	0 2 6
A whole wheel plate	—	1 10 0	0 7 6
A half ditto	—	1 0 0	0 5 0
A bottom perch plate	—	0 18 0	0 3 6
A bottom wearing plate	—	0 5 0	0 2 6
A side perch plate	—	1 11 6	0 7 0
A set of standard plates for a coach-box	—	0 12 0	0 6 0
A pair of ditto	—	0 6 0	0 3 0
A sway-bar plate	—	0 5 0	0 2 6
A nose or cross-key plate	—	0 2 6	0 1 6
A pump-handle plate	—	0 2 6	0 1 6
A short-block plate	—	0 2 0	0 1 6

SOCKETS.

A double socket for a curricie-gig shaft	—	0 10 0	0 2 0
A pair of splinter-bar sockets	—	0 5 0	0 2 0
A pair of ditto for a chaise, with dragon's tongues and eyes	—	0 3 6	0 1 0

BOLTS and NUTS.

A bolt and nut, under six inches	—	0 1 0	0 0 6
A ditto, from six to twelve inches	—	0 1 6	0 0 6
A nut only	—	0 0 3	0 0 2
A perch bolt	—	0 3 6	0 1 6
A nut for ditto	—	0 1 0	0 0 6
A key for ditto	—	0 0 6	0 0 3
A splinter-bar roller bolt	—	0 2 6	0 0 9
A small T head bolt and thumb screw	—	0 1 0	0 0 6
A large thumb nut, or screw only, for a boot	—	0 1 6	0 0 6
A nut head-screw	—	0 0 4	0 0 6
A pole pin	—	0 0 9	0 0 6

RING-

RINGS, LOOPS, HOOKS, STAPLES, HOOPS, and STEPS.	New.			Mending.		
	£.	s.	d.	£.	s.	d.
A plain body loop for a coach or chariot	0	7	6	0	3	6
A ditto for chaise or phaeton	0	6	0	0	3	0
A check-brace ring	0	1	0	0	0	6
A collar-brace ring	0	1	0	0	0	6
A double ditto	0	3	0	0	1	0
A pole ring	0	3	0	0	1	6
A pair of breeching staples	0	3	0	0	1	0
A pole staple	0	1	0	0	0	6
A footman's step	0	6	0	0	2	0
A single chaise step	0	7	6	0	3	0
A double ditto	0	15	0	0	4	6
A pair of shaft-hooks, or tug-plates	0	3	6	0	1	6
An axletree hoop	0	2	6	0	1	3
A perch ditto	0	3	0	0	1	6

SECT. 11.

TRIMMINGS AND LININGS.

THE statement for repairing the lining with new trimmings are for the common $2\frac{1}{2}$ inch broad worsted lace, with flat tassels to the holders, the different value of the other sorts must be referred to in Vol. I.

The lining and putting on of the holders are included in the prices stated for them.

THE TRIMMINGS.

	£.	s.	d.
A pair of inside hand holders complete	—	0	18 0
A pair of swing holders	—	0	12 0
A set of glass-strings or holders, for either coach or chaise	—	0	16 0
A set of new French strings	—	0	6 0
A set of new roses for a pair of hand holders	—	0	7 6
Mending the lining of holders or strings	—	0	1 0
Mending each button-hole of ditto	—	0	0 3
For every yard or less of new seaming lace	—	0	0 9
Ditto of pasting lace	—	0	0 9
Ditto of binding, $2\frac{1}{2}$ inch broad	—	0	2 6
Pasting down the old lace, per yard, or less	—	0	0 3

THE LINING.

	£.	s.	d.
Taking up and putting down the back and two sides of either coach, chariot, phaeton, or chaise, for the inside framing to be repaired	—	0	3 0
Taking up and putting down a door-lining of a coach or chariot, or the front lining of a chariot, for repairing the wood work	—	0	2 0
Taking up the seat roll and fall, and putting them down again	—	0	2 0
Wet scouring the lining	—	0	10 6
Dry ditto	—	0	7 6
Taking out the false lining, washing, and putting in again	—	0	12 0
Ditto, if the holders and strings are covered	—	0	16 0

Taking

	£.	s.	d.
Taking out the old stuffing from one long or a pair of short cushions, quilting with the same, and stuffing them with the old stuffing	—	0	3 6
Ditto with new tufts	—	0	4 0
For every pound of flock stuffing added	—	0	1 6
A new bottom carpet, bound round the edges, for a coach or chariot	—	0	10 6
Covering the two bottom sides with new leather		0	6 0
An oil-cloth or carpet for a chaise	—		

STEPS, GLASSES, BLINDS, SHUTTERS, CURTAINS, &c.

STEPS.	Double.			Treble.		
	£.	s.	d.	£.	s.	d.
New trimming the whole with new leather, carpeting the treads, and facing the front with new cloth and lace	—	1	15 0	2	12	6
New carpeting only	—	0	10 6	0	15	0
New facing only	—	0	8 0	0	8	0
One leather dash only	—	0	4 0	0	4	0
A new step-board fitted in	—	0	2 6	0	2	6
A new iron tread, untrimming and re-trimming	—	0	7 6	0	7	6
A new main side, new head, and ditto	—	0	9 0	0	9	0
A new rivet to the joint	—	0	2 6	0	2	6
Fastening the joint-rivets	—	0	1 6	0	1	6
A set of new stops	—	0	3 0	0	3	0
One ditto	—	0	1 0	0	1	0
Fastening the set of stops	—	0	1 0	0	1	0

GLASSES.

			£.	s.	d.
A new door glafs, common fize	—	—	1	10	0
A coach front ditto	—	—	1	4	0
An oval or octagon glafs behind	—	—	0	5	0
A fet of new glafs frames covered with new cloth			1	4	0
Ditto with new lace two inches wide	—		2	2	0
For each new fide to the frame, covered with new cloth	—	—	0	4	6
Ditto with old cloth and lace	—	—	0	2	6
New covering the fet of frames with new cloth			0	15	0
For each frame ditto	—	—	0	7	0
For each fide ditto	—	—	0	2	0
Renailing on a bottom glafs-string		—	0	0	6
Securing the two corners of each frame with thin plates	—	—	0	1	0
Silvering the fet of old rollers	—	—	0	5	0

For Lamp Glaffes, fee Lamps.

SHUTTERS.

			£.	s.	d.
New stringing the fet	—	—	0	5	0
A new top, bottom, or fide	—	—	0	2	6
A new pannel	—	—	0	3	0
A new loop only	—	—	0	0	9

VENETIAN BLINDS.

			£.	s.	d.
New painting and stringing a fet	—		1	1	0
A new lath to a blind	—	—	0	5	0
A new fide, top or bottom	—	—	0	5	0
			Mending		

STEPS, GLASSES, BLINDS, &c.

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			£.	s.	d.
Mending the lock spring	—	—	0	5	0
Easing each glass frame, shutter, or blind, to slide in the grooves	—	—	0	1	0

SPRING CURTAINS,

INCLUDING THE TAKING DOWN AND PUTTING UP.

			£.	s.	d.
New silk to the four barrels	—	—	1	10	0
Turning the silk upside down	—	—	0	10	0
A new curtain stick	—	—	0	2	6
A new silk line for each curtain to run on	—	—	0	1	0
Mending the curtain barrel	—	—	0	5	0
Setting the curtain to rights when the spring has lost its force	—	—	0	1	6

SQUABS.

			£.	s.	d.
The taking down and re-fixing a pair of squabs to a coach or chariot	—	—	0	2	0
New binding with narrow lace a side or end	—	—	0	1	0
Putting on new loops, each	—	—	0	0	6

CHECK-STRINGS.

			£.	s.	d.
A new check string	—	—	0	1	0
A ditto with tassels	—	—	0	2	0
A check-string eye	—	—	0	0	6

SECT.

SECT. 12.

HAMMERCLOTHS and FOOTMAN-HOLDERS.

THE expence for repairing a hammercloth depends on the quantity of work done, and materials used, thereon at the time, which cannot even be surmised at; those are for the usual repairs to hammercloths, but further than what are stated cannot be given.

HAMMERCLOTHS.

ALL NEW TRIMMINGS ARE TO BE CHARGED FOR AT
PER YARD.

	£	s.	d.
'The taking to pieces, dying, pressing, and remaking a six-breadth hammercloth, with the old trimmings of lace only	2	2	0
Ditto with the old trimmings of lace and fringe	2	10	0
Extra for a new thick canvass lining	0	15	0
Shortening the front by taking out a piece from the top of the fall, and replaiting it	0	7	6
Lining with leather, or stout canvass, the two ends or four corners	0	4	0
For each new loop	0	0	3
Sewing the lace where ripped, per yard, or under	0	0	6
Scouring a plain-trimmed hammercloth	0	7	6
Ditto a fringed-trimmed ditto	0	10	6

OIL.

OIL-SKIN HAMMERCLOTHS.

			<i>£.</i>	<i>s.</i>	<i>d.</i>
A new half top	—	—	0	5	0
A new end	—	—	0	7	0
A new back or front	—	—	0	10	0

FOOTMAN-HOLDERS.

			<i>£.</i>	<i>s.</i>	<i>d.</i>
A new pair of footman-holders, with billets and buckles	—	—	0	8	0
A pair of lace $2\frac{1}{2}$ inch ditto with ditto	—	—	0	12	0
For a new billet and buckle only to a footman's holder	—	—	0	2	6
A new billet only to ditto	—	—	0	1	6
To sewing the lace-holders if ripped, each	—	—	0	0	9

SECT. 13.

PLATED WORK,

IF the old plating is bad, and requires to be replaced with new, a reference for the price must be had to Vol. I.; the following are for the repairs generally done. Plating that is worn through cannot be replated but at as much expence as new would cost. The mouldings or ornaments shanking and refixing are the principal

principal of the repairs required to plated work.

	£.	s.	d.
Taking off the old moulding and putting in new flanks, and putting it on again, at per foot	0	0	6
The taking off, cleaning, and putting on six head- plates to a coach or chariot — —	0	2	6
Ditto, with new plated pins or nails — —	0	5	0
For each large plated head-plate, nail, or pin —	0	0	2
For each small ditto — — — —	0	0	1
The taking off and putting on a pair of sham joints	0	1	6
The fastening down the moulding with a plated nail or pin — — — — —	0	0	6
A large plated knee boot button — — — —	0	1	3
A small ditto — — — — —	0	0	9
A large silvered ditto — — — — —	0	0	6
A small ditto — — — — —	0	0	4
Painting a pair of lamps — — — — —	0	3	0

SECT. 14.

L A M P S.

THE repairs to lamps are very frequent, for, on account of their being so prominent, the glasses are often broken by the coachman backing in low gateways; the size of the lamp makes no difference in the price for the repairs.

A front

PAINTING.

45

	£.	s.	d.
A front convex glafs to a globe lamp	—	0	5 0
A front ditto to an Italian or oval ditto	—	0	3 6
A fide glafs to ditto	—	0	2 0
Repairing the back by foldering on the iron-work, and fetting it fair	—	0	2 6
New sticking or repairing the reflector	—	0	2 6
A new plated barrel	—	0	3 6
A ditto plain	—	0	2 6
To a new fpring for the candle	—	0	1 6
A new head, plain	—	0	1 6
Ditto, plated	—	0	2 0
A new grate to either head	—	0	1 6
A ftafle to the barrel for the ftrap	—	0	0 9
A keeper to ditto	—	0	0 9
A pair of lamp-ftraps and buckles	—	0	2 0
A lamp-fork	—	0	1 6
A new hinge or fafener to the door	—	0	1 0
Faftening the iron-work of the lamps to the body	—	0	0 6

SECT. 14.

PAINTING.

THE price, for new painting old carriages may be known by deducting one-fourth from the prices ftated for painting in the firft volume ; but, as that may be troublefome to the reader, they are here briefly ftated, with the bodies and carriages feparate, as alfo the prices for only japanning and varnifhing them, which, as they are often feparately fo done, it will give more ready information of the whole or feparate prices.

OLD BODIES NEW PAINTED AND VARNISHED.

	Coach.			Chariot.			Large Phaeton.			Middle-sized Phaeton.			Small Phaeton, or Curicle.			WHISKIES. Half Pan- nel.			Cane or Ribbed.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
An old body plain painted and varnished	2	5	c	1	17	6	1	10	0	1	8	6	1	2	6	0	13	6			
Picking out the mouldings	0	10	6	0	10	6	0	7	6	0	7	6	0	7	6	0	7	6			
Japanning the quarters of a coach and chariot, and the doors and sword-case of a chaise	1	17	6	1	10	0	0	8	6	0	8	6	0	8	6	0	8	6			
Polishing the pannels	2	10	0	2	0	0	1	5	0	1	5	0	1	1	0						
High varnishing the pannels	5	15	0	4	4	0	3	3	0	3	3	0	2	10	0						

OLD CARRIAGES NEW PAINTED.

	Coach.			Chariot.			Large Phaeton.			Middle-sized Phaeton.			Small Phaeton, or Curricl.			WHISKIES.			Half Pan-nel.			Cane or Ribbed.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
An old carriage painted, the boot and budget japanned	1	11	6	1	11	6	1	4	6	1	2	c	1	0	0	0	16	0	0	16	0	0	16	0
Picking out the mouldings one colour	1	1	0	1	1	0	0	18	0	0	15	0	0	12	0	0	10	0	0	10	0	0	10	0
Ditto, two colours	1	15	c	1	15	0	1	11	6	1	10	0	1	4	0	0	18	0	0	18	0	0	18	0
Oil varnishing the carriage after painting, which gives the paint a fine gloss, and very much preserves it	0	15	0	0	15	0	0	15	0	0	15	0	0	10	6	0	10	0	0	10	0	0	10	0

VARNISHING ONLY.

IF the ground colour of the body is good, varnishing will sometimes do nearly as well as new painting.

VARNISHING.

	Coach.			Chariot.			Phaeton or Chaise.			Ha. pannel Phaeton or Chaise.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
The rubbing down, and once varnishing the pan- nels —	0	12	0	0	10	6	0	7	6	0	6	0
To twice ditto —	1	0	0	0	18	0	0	12	0	0	10	6

JAPANNING.

To once japanning the up- per parts of a coach or chariot, or the doors and sword-case of a chaise or phaeton —	0	10	6	0	7	6	0	3	6	0	3	6
To twice doing the same	0	18	0	0	12	0	0	5	0	0	5	0

If the body is unhung for the varnishing, as it mostly is, 2s. 6d. must be added for that trouble, but cannot be charged for twice under one repair.

BOOTS, &c.

	A Trunk Boot.			A Salif- bury Boot.			A Dashing Leather.			A Foot- man-cush- ion Frame.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
To once japanning	0	2	6	0	3	6	0	2	0	0	2	0
To twice ditto	0	4	0	0	5	5	0	3	6	0	3	0

PAINTING OF ARMS, CRESTS, AND MANTLES.

THESE ornaments are sometimes wished to be preserved, to save the expence of new painting them ; the trouble of painting the ground colour is then greater, and increaseth the price 1s. 6d. for preserving each ornament, whether the mantle, arms, or crests.

	£.	s.	d.
Each new mantle painted in relief, or contrasted colours	—	—	—
For each coat of arms ditto	—	—	—
For each crest ditto	—	—	—
For each cypher in gold or colours	—	—	—
Rubbing out the old, and laying a fresh ground in the mantle to repaint any other arms	—	—	—
	0	7	6
	0	7	0
	0	4	0
	0	3	0
	0	1	6

PAINTING OF WHEELS.

IF new wheels are put on, when the carriage is to be new painted, the following prices for plain painting them are to be deducted from the former prices of wheels; this will also shew what the value of painting a set, or pair, of wheels amounts to, if done alone, as they sometimes are.

Plain

	Coach, Cha- riot, or large Phaeton.			Middle or small sized Phaeton.			Curricie, Whiskey, or Gig.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Plain painting the wheels —	0	12	0	0	10	6	0	6	0
Picking them out one colour —	0	4	0	0	4	0	0	2	0
Ditto, two colours —	0	6	0	0	6	0	0	3	0
The rims picked out two co- lours —	0	8	0	0	8	0	0	4	0
Ditto, one colour —	0	4	0	0	4	0	0	2	0

PANNELS.

THE pannels, if bruised, are not easily repaired, so as to be undiscovered; as new and old colours do not easily match, the readiest method is, if the paint is rubbed through to the wood, to fill up the blemished place, with a hard stopping, level with the other surface, and then colour and varnish it; but, if the colour is not a good one to match, the whole pannel should be done, preserving, at the same time, the ornaments, if any.

	£.	s.	d.
Mending a pannel by stopping, and painting to match — — — — —	0	5	0
New painting and varnishing the whole door or side pannel — — — — —	0	10	6
Ditto the back or front pannel — — — — —	0	15	0

SECT. 15.

CHAISE HEADS, WINGS, KNEE FLAPS, AND
DASHING LEATHERS.

NEGLECT is the principal cause of some of those things wanting repairs, in particular the chaise heads and knee flaps, which, if not kept properly suppled, the leather will contract and rot, and require much straining to bring it to its bearing; and the front rib, or flatt, of a chaise head is what is likely to be broken thereby.

The taking off the mouldings and leather-work and putting them on again are included in the statements.

CHAISE HEADS.

	Round.			Square.		
	£.	s.	d.	£.	s.	d.
A new entire front flatt	0	12	0	0	10	6
A new top or side to ditto	0	8	0	0	7	0
Mending the corner joint with a plate	0	5	0	0	5	0
A new neck-plate to the flatt	0	2	6	0	2	6
A new prop for the joint	0	2	0	0	2	0
A new joint	0	5	0	0	5	0
Setting ditto if strained, mending it if						
broken, shortening or lengthening it	0	2	0	0	2	6
A new cloth lining complete	4	0	6	3	0	0
A new ferge ditto	2	0	0	1	10	0
A new ferge side or back	0	15	0	0	10	6
A new cloth ditto	1	5	0	1	0	0
A new leather back	1	10	6	1	5	0
A new valent	0	15	0	0	12	0
Mending ditto at each seam or corner	0	1	0	0	1	0

WINGS.

WINGS.

	£.	s.	d.
Trimming the old wing-frames, with new cloth, leather, and lace	1	6	0
Covering the old frames with new neat's leather to the old trimmings	0	12	0
Ditto with bafil leather	0	9	0
Ditto with cloth and lace 2½ inches wide	0	18	0
Ditto with cloth only	0	7	6
Ditto with lace only	0	12	0
A new plated frame	0	16	0
Setting up or down a wing that is strained	0	1	6
Fastening a wing with a new nut-headed screw	0	1	0
Ditto with a new key-bow ring	0	2	6

KNEE BOOTS, OR FLAPS.

	£.	s.	d.
A new cloth fall bound with lace	0	8	0
A new cloth lining	0	10	0
A new ferge or linen ditto	0	5	0
Two new lugs for the top to fasten it up by	0	2	6
Sewing on one old lug or flap	0	0	6
A new check to the side	0	10	6
A new bottom piece for the knee-boot, which takes off	0	5	0
For each new silver button to the top	0	0	6
For ditto for the side	0	0	6
For lining each button-hole	0	0	6
For a piece of welting under six inches	0	0	6

DASHING LEATHERS.

	Large.			Small.		
	£.	s.	d.	£.	s.	d.
To stripping the frame, mending it, and sewing on the leather again	0	7	6	0	5	0
To covering the old frame with new leather	0	15	0	0	12	0
To a new back-stay	0	3	6	0	3	0

SECT. 16.

B R A C E S.

NEW braces to phaetons or chaises are seldom found necessary; if, however, they should be required, their prices may be collected from the first volume. The prices for mending of braces are what are principally required to be known, and whether for coach, chariot, phaeton, or chaise, the prices for repairing them are the same.

REPAIRS TO THE BRACES.

	Main Brace.			Collar Brace.			Check Brace.			Pole Piece.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Splicing a piece on the wearing place —	0	1	6	0	1	0	0	0	6	0	1	0
Shortening by cutting at the buckle or point end, and making it good by sewing —	0	2	0	0	1	0	0	0	6	0	1	0
Mending by splicing on a piece at the point, for every six inches or under —	0	2	6	0	1	6	0	0	9	0	1	6
To sewing in a new loop	0	0	6	0	0	4	0	0	3	0	0	4
Sewing each place where ripped —	0	0	6	0	0	6	0	0	3	0	0	6

SECT. 17.

TRAVELLING REQUISITES.

IT is but seldom these things are repaired, for, when defective, new is mostly substituted; but, when done, the prices are nearly as follow:

TRUNKS AND IMPERIALS.

TRUNKS.	Large.			Middle.			Small.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
A trunk new lined with paper	0	4	0	0	3	0	0	2	0
Ditto with linen	0	8	0	0	6	0	0	4	0
A new flap to the lid, nailed all round	0	5	0	0	4	0	0	3	0
Ditto front or end	0	3	0	0	2	6	0	2	0
A new handle	0	1	6	0	1	3	0	1	0
A new lock and key	0	2	6	0	2	0	0	1	9
A new key to fit the old lock	0	1	3	0	1	0	0	0	9
Mending the bottom with a batten	0	2	0	0	1	9	0	1	6
New straps per foot, per pair	0	1	6	0	1	3	0	1	0
A chain-belt, per foot each	0	2	9	0	2	9	0	2	9
Lengthening a strap, per foot, or under	0	1	0	0	0	9	0	0	6
Ditto a chain-belt, per six inches	0	1	9	0	1	9	0	1	9

TRUNK COVERS.

A new leather cover	2	5	0	2	5	0	1	15	0
A new side to ditto	0	12	0	0	10	0	0	8	0
A new front, top, or back to ditto	0	15	0	0	14	0	0	12	0
Mending by welting, per foot	0	1	6	0	1	6	0	1	6
Oil-cloth covers	0	10	6	0	7	6	0	5	0
A new end	0	2	6	0	2	6	0	1	6
A new front, top, or back	0	3	0	0	2	6	0	2	0
New welting, per foot	0	0	9	0	0	9	0	0	9
New painting the old cover	0	2	6	0	2	0	0	2	0

IMPERIALS.

FOR A COACH.			Whole.			Half.		
			£.	s.	d.	£.	s.	d.
A new leather roof	—	—	3	3	0	2	2	0
A new side or end	—	—	0	15	0	0	12	0
A new linen lining	—	—	0	15	0	0	12	0
Covering and stuffing the bottom with new baize	—	—	0	12	0	0	9	0

FOR

FOR A CHARIOT.

	Whole.			Half.		
	£.	s.	d.	£.	s.	d.
A new roof	2	2	0	1	10	0
A new side or end	0	12	0	0	9	0
New lining the inside with linen	0	12	0	0	9	0
Covering and stuffing the bottom with baize	0	10	0	0	8	0
For either COACH or CHARIOT IMPERIAL.						
An inside girth strap	0	2	0	0	2	0
An outside imperial strap and buckle	0	1	0	0	1	0
A leather handle	0	1	6	0	1	6
A new padlock and key	0	2	0	0	2	0

WELLS.

	£.	s.	d.
A new bottom to a well	0	10	0
A new lid to ditto	0	7	6
A new iron fastener for it to hang by	0	2	6
New lining the inside	0	6	0

SPLINTER BARS.

	£.	s.	d.
A new main bar	0	10	0
A ditto with the old iron-work	0	5	0
An end or small draught bar	0	7	6
A ditto with the old iron-work	0	4	0
A new drag-chain	0	8	0
Ditto covered with leather	0	10	6

SECT. 18.

LINING AND COVERING WITH LEATHER
THE PERCH-BOLT, &c.

THE lining or covering with leather those parts where the friction lies, is frequently necessary, and forms a material part of the expence among the number of repairs. The expences of taking to pieces and putting together again, are included in the under-mentioned prices; and whether to a phaeton, chariot, or coach, the charges are the same.

	£.	s.	d.
The perch-bolt hole	0	2	6
The upper or under transom-plate	0	5	0
The felly-piece, or sway-bar	0	1	6
The perch at the bottom	0	1	6
The pole or futchels in the chaps	0	1	0
The futchels or pole at the gib	0	1	0
The pole new stuffed and lined at the shoulders and hips	0	9	0
The pole half ditto at either place	0	5	0
Mending the pole-lining at either place with a small piece of leather	0	2	0
Each cap of the splinter-bar roll lined	0	1	6
Each roll of ditto ditto	0	1	0
The splinter-bar under each roll, ditto	0	1	0
A shaft-point of a one-horse chaise, ditto	0	2	0
A step-tread of ditto	0	2	0
A new gib-strap	0	0	9
A new pole-pin cap	0	1	0
The standards at bottom	0	1	6

CHAP.

CHAP. II.

REPAIRS OR ALTERATIONS TO
THE HARNESS.

THE harness being a matter unconnected with the carriage, a separate description of it, when new, is given in the former part of this work. This being for the repairs thereof, is also divided from the carriage, for the more ready information of the separate expences.

From a bad harness, as much danger may be apprehended as from a bad carriage; and, however skilful the driver may be, if the harness is not perfect, the horses cannot be well managed. Besides, an old harness is always in want of repairs; and many people, from a saving notion, continue repairing, till there is scarce a vestige of the original left, and the repairs have even cost twice the price of the harness when new.

That harness might neither be thrown away too soon, nor used so long as to become expensive and troublesome in the repairs, it will be proper to observe the length of time it may be expected to last, and what the expence for repairing

repairing it may be, while in regular use. This, in a great measure, depends upon the quality of the leather, and the sufficiency of the workmanship. It is necessary to examine, at the first, that the leather be firm, and yet pliable; and that, by pulling it, it does not contract in the width, or extend in the length, which bad leather will do, and will, besides, be ragged at the edges, and rough on the inside. Good sewing also tends much to the preservation. The furniture with which the winkers and housings are mounted, should be of silver, and not of plated metal, which makes but little difference in the first expence; for they will last with the harness, but otherwise are frequently obliged to be renewed.

Harness perishes with hanging by; and, however moderate it may be used, yet, after six years, cannot be very fit for further service, unless great care indeed has been taken to preserve it. To prove its goodness, is to compare it with the number of wheels worn out on the carriage with which the harness has been used, either in town or country; in town it will last with three sets of wheels; and in the country two; or four years regular work, supposing the work, on the average, to be about five or six miles a day constant. As additions are frequently made, after the first finishing of a harness, it will be necessary

to state what is the value of the separate parts thereof, so that, for any alteration the price may be known. When brass or coloured-metal furniture is used, a reference must be made to the prices stated in the former tables. The following comprehends the silver and silver-plated, being the only sort now in general use.

PRICES OF ORNAMENTS

With which the Housings and Winkers are mounted, including the putting them on.

Different Sizes.			Embossed CRESTS or CYPHERS.				PLATES or PIECES.				CIRCLES or RIMS.			
			Silver.		Plated.		Silver.		Plated.		Silver.		Plated.	
Inch.	Inch.	Inch.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
4	by 3	or 3 $\frac{1}{2}$	12	0	10	0	6	0	3	6	4	0	2	4
3 $\frac{1}{2}$	by 3	or 3 $\frac{1}{4}$	11	0	9	6	5	6	3	3	3	6	2	2
3	by 3	or 3	10	0	9	0	5	0	3	0	3	3	2	0
3	by 2 $\frac{1}{2}$	or 2 $\frac{3}{4}$	9	0	8	0	4	6	2	9	3	0	1	10
2 $\frac{1}{2}$	by 2 $\frac{1}{2}$	or 2 $\frac{1}{2}$	8	0	7	6	4	0	2	6	2	9	1	8
2 $\frac{1}{2}$	by 2	or 2 $\frac{1}{4}$	7	6	6	6	3	9	2	3	2	6	1	6
2	by 2	or 2	7	0	6	6	3	4	2	0	2	3	1	4
2	by 1 $\frac{1}{2}$	or 1 $\frac{3}{4}$	6	6	5	6	3	0	1	9	2	0	1	2
1 $\frac{1}{2}$	by 1 $\frac{1}{2}$	or 1 $\frac{1}{2}$	6	0	5	0	2	6	1	6	1	9	1	0
1 $\frac{1}{2}$	by 1	or 1 $\frac{1}{4}$	5	6	4	6	2	0	1	3	1	6	0	10 $\frac{1}{2}$
1	by 1	or 1	4	6	4	0	1	9	1	0	1	3	0	9
		7 $\frac{1}{2}$	4	0	3	6	1	6	0	10 $\frac{1}{2}$	1	0	0	7
		6 $\frac{1}{2}$	3	6	3	0	1	3	0	9	0	10	0	6
		6	3	0	2	6	1	0	0	7 $\frac{1}{2}$	0	8	0	5
		4 $\frac{3}{8}$	2	6	2	0	0	9	0	6	0	6	0	4

If the arms are embossed, instead of a crest or cypher, add 2s.

If

If a crest or arms, in plated metal, is only raised from the back, and chased on the outside, it cannot be considered as an embossing, but as a pierced crest, and only charged after the rate of 1s. 6d. for those above two inches, and 1s. for those under.

For a cypher chased or engraved on the *plate* or *piece*, add 9d.

THE FURNITURE.

PLATED BUCKLES.			Sizes.			Whole.			Half.			
			Inch	℥.	s.	d.	℥.	s.	d.	℥.	s.	d.
Buckles, dees, or bridges, for the reins and strappings, each — —	{		$\frac{3}{4}$	0	0	9	0	0	5			
			$\frac{1}{2}$	0	0	10 $\frac{1}{2}$	0	0	6			
			1	0	1	1 $\frac{1}{2}$	0	0	7 $\frac{1}{2}$			
			1 $\frac{1}{4}$	0	1	3	0	0	10 $\frac{1}{2}$			
			1 $\frac{1}{2}$	0	1	6	0	1	0			
			1 $\frac{3}{4}$	0	2	0	0	1	6			
TRACE RINGS, TUG BUCKLES, &c. per pair.						Iron.			Plated.			
Collar tug buckles	—	—	—	0	3	0	0	10	0			
Collar dees	—	—	—	0	3	0	0	12	0			
Trace rings	—	—	—	0	3	0	0	10	0			
Woodcock eyes	—	—	—	0	3	0	0	15	0			
Spring ditto	—	—	—	0	4	6	0	18	0			
BITS, each, with CURBS.												
A coach or chariot duke-bit	—	—	—	0	8	0	1	12	0			
A chaise ditto	—	—	—	0	7	0	1	10	0			
A coach or chariot straight cheek-bit	—	—	—	0	6	0	1	8	0			
A chaise ditto	—	—	—	0	5	0	1	6	0			
A bridoon-bit with horns	—	—	—	0	2	6	0	10	0			
A ditto, plain	—	—	—	0	2	0	0	8	0			
Stirrup irons, per pair	—	—	—	0	5	0	0	18	0			

HEAMS,

THE FURNITURE.

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HEAMS, per pair,			Large.			Small.		
			£.	s.	d.	£.	s.	d.
Plain polished or covered	—	—	0	10	0	0	8	0
Plated all over the outides	—	—	4	0	0	3	18	0
Ditto, the loops only	—	—	1	15	0	1	13	0
Ditto the loops and links	—	—	2	5	0	2	3	0
Extra to the Hears.			Plated.			Iron.		
Solid loops in the hears for the reins to pass through	—	—	0	6	0	0	3	0

HOUSING OR WINKER FRAMES.

		HOUSINGS.				WINKERS.			
	Size of the moulding.	Silver.		Plated.		Silver.		Plated.	
		s.	d.	s.	d.	s.	d.	s.	d.
A square or octagon frame for the out edges	4-8 3-8 2-8	18	0	8	6	12	0	6	0
A saddle cantle	2 or 3-8	14	0	7	0	10	0	5	0
		11	0	5	6	8	0	4	0

HOUSING FURNITURE.

				£.	s.	d.
A terdit for a saddle or housing	—	—	—	0	6	0
Ditto for the headstall	—	—	—	0	5	6
Ditto, with a fly	—	—	—	0	6	6
A screw for the housing	—	—	—	0	1	6
A socket for either terdit or screw	—	—	—	0	1	0
A scutcheon for a screw or terdit	—	—	—	0	0	6
A watering or bearing hook	—	—	—	0	5	0
A plate for ditto	—	—	—	0	1	6

BRIDOON

BRIDOON FURNITURE.

	£.	s.	d.
A throat-latch dee	0	3	0
A single chain of three links	0	1	6
For each link more than three	0	0	6
A double chain of the curb pattern, per inch	0	0	9
A swivel	0	1	9
A hook for the bridoon chain	0	2	0

THE following are the prices of the separate parts of a harness, both with and without the furniture, for the purpose of shewing what each part will cost, as it often happens that new leather-work is put to the old furniture, and sometimes new furniture to the old leather. The *Heams*, the *Collar-dees*, the *Trace-rings*, the *Tug-buckles*, and *Bits*, are considered to be of polished iron: the other parts of the furniture are plated with silver, and consist of the *Half-buckles*, the *Dees*, the *Bridges*, the *Territs*, the *Hooks*, &c. But the ornaments for mounting the housings and winkers are not included, being of such various patterns; therefore a reference must be made to the table, (page 59.) wherein these things are all stated.

THE BRIDLE.

			With furniture.			Without furniture.		
			£.	s.	d.	£.	s.	d.
A bridle complete	—	—	1	1	0	0	12	6
A headstall	—	—	0	2	6	0	2	0
A throatband	—	—	0	2	6	0	1	6
A winker	—	—	0	3	6	0	3	6
A winker-strap	—	—	0	1	6	0	1	6
A cheek to a winker	—	—	0	3	6	0	2	6
A front of plain leather	—	—	0	2	6	0	2	6
A nose-band	—	—	0	3	0	0	2	0
A forehead-piece	—	—	0	1	6	0	1	6

THE REINS.

A set of long reins, complete, for a pair of horses	—	—	0	18	0	0	16	0
A pair of long hand-reins only	—	—	0	10	0	0	9	0
A pair of coupling-reins	—	—	0	7	6	0	6	6
One ditto	—	—	0	4	0	0	3	6
A pair of bearing-reins	—	—	0	12	0	0	9	6
One ditto	—	—	0	6	0	0	4	6
A chaise long hand-rein	—	—	0	10	0	0	9	0
A bridoon complete, with chain	—	—	0	17	6	0	9	0
A bridoon head and rein, without chain	—	—	0	8	6	0	7	0
A bridoon-rein only	—	—	0	5	6	0	4	0
A bridoon-strap	—	—	0	1	0	0	0	9

COLLARS.

A round or neck collar, with heams and tugs complete, for a phaeton or chaise	—	—	1	10	0	1	0	0
Ditto, for a coach or chariot	—	—	1	11	6	1	2	0
A collar only, of neat's leather	—	—	0	9	0	0	9	0
Ditto, of basil	—	—	0	6	0	0	6	0
A pair of collar-tugs	—	—	0	14	0	0	12	0
A heam-strap	—	—	0	1	0	0	1	6
A round false collar	—	—	0	7	6	0	7	6
A housing or cap for a round collar	—	—	0	2	6	0	2	6
A breast-collar	—	—	0	15	0	0	10	6
A false breast-collar	—	—	0	8	0	0	8	0

THE BREECHING AND BELLY-BAND.

A breeching for coach or chariot	—	—	0	12	0	0	10	0
Ditto for a chaise	—	—	0	10	0	0	8	0
A breeching-strap	—	—	0	3	6	0	3	6
A false belly-band	—	—	0	6	0	0	4	6

THE

THE CRUPPER.		With furniture.			Without furniture.		
		£.	s.	d.	£.	s.	d.
A crupper, with a long turn back-strap	—	0	12	0	0	10	6
Ditto, without a turn back-strap	—	0	10	0	0	8	6
A crupper-dock	—	0	2	0	0	2	0

The TRACES for a COACH and CHARIOT.

A pair of wheel, or short leading traces, two inches wide	—	1	0	0	0	18	0
A pair of long leading-traces, ditto	—	1	18	0	1	16	0
A pair of wheel, or short leading traces, 2½ wide	—	1	4	0	1	2	0
A pair of long leading-traces, ditto	—	2	4	0	2	2	0

HOUSINGS.

A housing, with its pad and belly-band complete	—	1	10	0	0	12	0
A pad only for a housing	—	0	5	0	0	5	0
A long side belly-band to the housing	—	0	3	0	0	2	6
A short side ditto to ditto	—	0	2	0	0	2	0

SADDLES.

A saddle complete, with surcingle, &c. for a chaise harness	—	1	16	0	1	0	0
A ditto, with double or jockey skirts, for a ditto	—	2	0	0	1	4	0
A short side of the surcingle or belly-band	—	0	2	0	0	2	0
A long side of ditto	—	0	3	6	0	2	6
A new pannel put in either chaise saddle	—	0	6	0	0	6	0
A back-band for a chaise saddle	—	0	8	0	0	8	0
A pair of shaft-tugs for ditto	—	0	8	0	0	5	0
A shaft-band to a tug	—	0	2	0	0	2	0
A postillion-saddle, with stirrups and girths complete	—	2	6	0	2	2	0
A pair of worsted girths for a saddle	—	0	3	6	0	2	6
A pair of new stirrup-leathers for ditto	—	0	9	0	0	5	0
A new pannel for a postillion saddle	—	0	8	0	0	8	0

STRAPPINGS and TUGS.

A back or hip-strap, with tugs	—	0	10	0	0	8	0
A tug for either strap	—	0	4	0	0	3	0
A Newmarket strap	—	0	3	0	0	2	0
A neck or wither-strap	—	0	5	6	0	3	6
A ditto with a ley	—	0	7	0	0	5	0

ARTINGALES.

SEPARATE PARTS OF HARNESS.

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MARTINGALES.

	With furniture.			Without furniture.		
	£.	s.	d.	£.	s.	d.
A martingale from the head to the belly-band	0	15	0	0	12	0
A ditto from the collar to the belly-band or breast-piece	0	8	0	0	5	0

PAD-CLOTHS.

A pad, or housing-cloth, bound with lace	—	—	0	6	0
A saddle ditto	—	—	0	8	0

ROSES, FRONTS, and EARBOWS.

	Worsted.			Silk.		
	£.	s.	d.	£.	s.	d.
A pair of white or coloured roses, and lapping the old fronts	0	8	0	0	16	0
Ditto with a pair of new fronts	0	11	0	0	19	0
For lapping the old pair of earbows	0	2	6	0	4	0
For a pair of new earbows and lapping	0	5	0	0	7	6
A pair of new roses, and lapping the fronts of a one-horse chaise harness	0	7	6	0	15	0
Ditto, with a new front and lapped	0	9	0	0	16	6
Ditto, with a new earbow, ditto	0	10	6	0	18	0

SECT. 1.

MENDING THE HARNESS

By splicing on new Pieces of Leather, putting on new Billets and Loops, and sewing the Places where ripped.

For every six inches or under.			A splice.			A sewing.		
			£.	s.	d.	£.	s.	d.
To the trace	—	—	0	1	6	0	0	9
To the breeching-strap, or ley	—	—	0	0	9	0	0	6
To the crupper-strap, or ley	—	—	0	0	8	0	0	6
To the ley of the breast-collar or heam-tug	—	—	0	1	0	0	0	6
To the pipe of the breast-collar or heam-tug	—	—	0	1	3	0	0	9
To the belly-band	—	—	0	0	9	0	0	6
To any of the strapping, of $1\frac{1}{2}$ inch wide	—	—	0	0	8	0	0	6
To the reins or bridle	—	—	0	0	6	0	0	4
Refixing a buckle, a bridge, or dee	—	—	0	0	6	0	0	4
LOOPS and BILLETS.			A loop.			A billet.		
To the strapping	—	—	0	0	3	0	1	0
To the bridle or reins	—	—	0	0	2	0	0	9

CHAP. III.

ON HIRED CARRIAGES.

IN order to avoid future expence and trouble, many persons prefer hiring to keeping a carriage of their own; but, unless very cautious in the engagement, they fall into the same, if not greater, inconveniences and expences, than if the carriage was their own. Gentlemen, and in particular those of the medical line, whose business requires an almost constant use of their carriage, find an advantage in furnishing themselves this way, as the frequent repairs, and delays thereof, would expose them to a number of inconveniences and expences, which are, by hiring, avoided; but for those whose use of a carriage is not so constant, it is by no means an adviseable plan, which may be judged of by the number of wheels that are consumed, as there are many who do not wear out their wheels in three or four years, while others wear them out in twelve or six months. The one finds an advantage, but the other pays dear for the use of their carriage, if

hired. The probable expences of repairs required to a carriage are stated in page 13 ; from which statement may be determined the preferable mode to adopt.

SECT. 1.

HIRING CARRIAGES BY THE YEAR.

COACHES and chariots are the sort of carriages generally hired by the year ; and they are mostly built purposely for the occupier, and finished agreeable to his fancy, in the same manner as if they were to be purchased. They are generally engaged, indeed, for such a time as they might reasonably be expected to last, either with the fashion or strength, which is mostly for four years. Suitable harness is usually engaged with the carriage ; which, together, are to be kept by the builder in wheels, and every necessary repair, excepting only such as have been occasioned by accident. The painting the carriage and putting on a new hammercloth are usually done within the time ; but this depends on the agreement. Phaetons, curricles, or chaises, if built for hire, are charged for after the rate of the whole year, although only used six months ;

which, being those of the summer, leaves the carriage an incumbrance for the winter, and when they are not likely to sell: but the price for hiring all carriages by the year, whether coach, chariot, phaeton, curricie, or chaise, is proportioned to the value of the carriage, after the following manner.

SECT. 2.

THE YEARLY VALUE OF HIRE RATED.

TO ascertain the yearly value for the hire of carriages with any accuracy, is to divide the first cost, including all subsequent expences, by one more than the number of years for which it is engaged. The one year's dividend is supposed to be the worth of the carriage to the coachmaker, when returned to him at the expiration of the engagement, and the others pay for the carriage while in use. If the carriage is hired for four years, divide the cost by five; if for three, divide by four; and so on for as long or short a time as may be engaged for above one year.

Some builders make a rule to charge for a number of articles that are added to finish a car-

riage beyond a certain extent, making extras of as many things as amount to one year's hire. The fairest method is, to comprise them all in one valuation, with all the future cost, which may easily be computed, and divide the total as follows: Suppose the value of both the carriage and harness amounts to 140 guineas; the expence of the wheels, and other repairs, for the first year, is 2 guineas; the second year, 10 guineas; the third year, 12 guineas; the fourth year, 16 guineas; the fifth year, 24 guineas; and, if new painted, or have a new hammercloth and holders, add the price thereof to the price of all the rest, making them into one sum total, which divide as thus—Suppose the first cost of the carriage, with harness, to be 140 guineas; the expence for repairs added, makes the full cost 180 guineas, which are then divided by one more than the number of years, for four years' hire, which is five, and that gives 36 guineas for the yearly value for hire as follows, supposing the first cost 140 guineas:

Time.	Expence for Repairs.	Total Cost.	Divide by	Year's Hire.
For one year	— 2 gs.	142 gs.	2	— 71 gs.
For two years	— 12 —	152 —	3	— 50 —
For three years	— 24 —	164 —	4	— 41 —
For four years	— 40 —	180 —	5	— 36 —

If,

If, in the time, the carriage is once new painted, and furnished with a new hammercloth and footman-holders, as it mostly is, if hired for more than two years, then 20 guineas more, or the value of such hammercloth and painting, must be added to the sum total, and divided as above, the expence is then as here stated.

Time.	Expence for Repairs, &c.	Tot. Cost.	Divided by	Yearly Value of Hire.
For three years	- 44 gs.	184 gs	4	— 46 gs.
For four years	- 60 —	200 —	5	— 40 —
For five years	- 84 —	224 —	6	— 37 —

By this rule the value of hire for every sort of carriage may be ascertained, if greater or less in the expence; allowing the carriage, when off the job, to be worth the price of one year's hire, which, with what is received, makes up all the expence of the carriage.

COPY OF AGREEMENT.

WHEN carriages are thus let by the year, a formal engagement is mostly entered into, to bind each contracting party, for the full perfecting their separate agreement, of which the following is a copy:

' ARTICLES OF AGREEMENT made and entered
 ' into this - one thousand seven
 ' hundred and between A. B.
 ' gent. of the county of on the one
 ' part, and C. D. coachmaker, of the county of
 ' on the other, and this certifies, that the
 ' said C. D. doth agree to build, and preserve
 ' in good and substantial repair, a carriage, with
 ' harness, for the use of the said A. B. until the
 ' full expiration of years, from the date
 ' hereof, after the following rate and manner :

*(Here is to be inserted the manner in which the
 said coach is to be built, with all the particu-
 lars of keeping the same in repair, the time of
 new painting, hammerclothing, &c.)*

' In consideration whereof, the said A. B.
 ' doth agree to pay, or cause to be paid, the
 ' sum of annually, the first year's pay-
 ' ment on receipt of the carriage, the second on
 ' the commencement of the second year, and so
 ' forth, each year's hire to be paid in advance ;
 ' and at the expiration of the year, the
 ' said carriage, with harness, to be returned to
 ' the said C. D. with glasses whole, and every
 ' part of the said carriage and harness complete,
 ' and whole, excepting such deficiency as may
 ' be expected from reasonable wear and tear
 ' while

' while in use: And further, the said A. B. doth
 ' agree to pay for all repairs done to the said
 ' carriage and harness, which was occasioned by
 ' accident, and not by fair use; and also to al-
 ' low the said C. D. to do those and every other
 ' repair unto the said carriage and harness, pro-
 ' viding the distance and time will permit, the
 ' said carriage and harness to be sent to the said
 ' C. D. but on all and every occasion to send
 ' advice, when time will permit, previous to
 ' having any repair executed.

' The said carriage and harness, for the time
 ' being, to be considered as the sole property of
 ' the said A. B. and for whose, or family's, use
 ' only, the said carriage and harness are to be
 ' furnished.

' In witness, hercof, each party hath sepa-
 ' rately set their hands and seals, this
 ' day of 17

Witnesses F. G. { A. B.
 C. D.

*This agreement may be drawn on two six-shilling
 stamps, by any indifferent person.*

In the above indenture each party may bind,
 with themselves, their executors, administrators,
 or

or assignees; but the following insertion would be good, in case of death :

‘ That in case of demise of A. B. the executors, &c. do not, for the remaining part of the family, chuse to continue the job, but return it on the coachmaker’s hand, the advanced price, in proportion to the time, must be allowed, after the rate before stated ; but in case of demise or failure of the coachmaker, and no one chuse to continue the engagement, the coach, &c. may be returned, without any further consideration than that at first entered upon.’

The return of the carriage cannot be demanded before the expiration of the period for which the advanced price has been paid, being, for that time, considered as the sole property of the gentleman who occupies it, and by whom the duty is always paid.

SECT. 3.

THE HIRING FOR A SHORT PERIOD RATED.

IF a carriage be hired by the day, week, or month, or for less than a year, the jobber pays the duty. The accustomed price for carriages, whether of two or four wheels, is 4s. per day, except Sunday, which is 5s.; 24s. per week; and 4 guineas per month; the carriage to be returned on the same day of the week or month on which it was engaged, or may, in strictness, be subjected to pay for another day, week, or month so entered on.

Phaetons, and other sorts of open carriages, pay more, in proportion to their value, than the others, as the whole year's duty must be paid for them, though they can only be used a few months, and are, the remainder of the year, an incumbrance.

When coaches or chariots are let by the week or month, the harness is not usually let with them; but to a two-wheeled or a one-horse carriage, harness is included. The reason, if any besides custom, is, that where a pair of horses is used, it is also expected they have been accustomed to a regular pair of harness: but one-horse chaises are frequently drawn by horses used for
imme-

carts, and other general purposes, the owners of which seldom have harness adapted for chaise-work : but if a pair of harness is hired with a four-wheeled carriage, a charge of 5s. per week, and 1s. per day, is usually made, above what is here stated. Those hired carriages are expected to be turned out, cleaned, greased, and fit for immediate use ; and they should be such as may be depended upon for safety and ease, which is but seldom the case, as they consist mostly of old, left-off carriages, which are much decayed, and wherein there can be but little dependance. A very unfair advantage is also taken by some jobbers, who charge to the hirer for whatever is broken of the carriage while in use ; although the damage may be occasioned by insufficiency, yet he charges for it as if it were by accident, though it ought to subject him to a prosecution for the danger the person who hired the carriage was exposed to. Not that it is meant to insinuate this as a general practice, as there are many respectable jobbers, whose character is above an artifice of this sort ; but that it is practised, many gentlemen, who have been in the habit of hiring carriages by the day or week, have experienced. The jobber should always be made acquainted with the intended route, and the time likely to be engaged for, as by that means he has no excuse in not giving a sufficient carriage.

Carriages

Carriages failing while on hire, if at a distance from the jobber, should be repaired at the option of the occupier, and the bill paid for the repair should be deducted from the jobber's account, on producing a certificate that the failure was not occasioned by violence.

When a carriage is hired by a stranger for a short time, he should pay the whole or half the amount of the engagement.

CHAP. IV.

CARE AND PRESERVATION.

TO preserve is certainly better than to mend ; for, besides the expence of repairs, it is, at the best, but a patch ; and the injury done to the carriage, by taking to pieces and putting together, is a circumstance which ought to command every attention against accident or neglect, whereby a carriage may soon be spoiled in its beauty, and injured in its strength.

The credit of the builder and the beauty of the carriage are never so well preserved as when the carriage is kept under the daily inspection of its proprietor, which the want of a coach-house adjacent to his dwelling often prevents, and the carriage thereby materially suffers from neglect.

Gentlemen, who job their horses, are mostly furnished by the jobber with a coachman, and submit to have their carriage stand in the livery-yard, where it is often so neglected as soon to become spoiled.

The gentleman usually boards the servant, and furnishes him with livery ; and the hackneyman
pays

pays the salary: it is the pay and the dependence on the hackneyman that command the greatest influence. It should be recommended to gentlemen, who are thus furnished with horses, to engage their own coachman, and, if any way convenient, to have their coach-house and stabling where they can readily inspect the servant's conduct. The hackneyman should, in this case, make an allowance at the rate of 10*l.* per annum for a coach-house and two-stall stable, to be found by the gentleman.

SECT. 1.

COACHMAN'S TOOLS.

IT is very impolitic in many people not to furnish their servants with proper conveniencies, for want of which they frequently incur treble the expence in one year as would supply, for many, all the necessary requisites for the coachman's use, with which he might employ many of those leisure hours, while the carriage is unemployed, equally to the improvement of himself, and the benefit of his master.

The requisites whereby a servant can make himself useful, ought not to be denied him. The principal of these are, a setter-prop, a hammer,
a pair

a pair of pinchers, an iron chissel, a screw-wrench, two leather skins, two sponges, and two glafs-cloths; some old or other stout leather, for washers; some twopenny and fourpenny clout-nails; a brush for the lining; two water-brushes for the carriage, the one broad and the other narrow, called a spoke-brush; an oil-kettle and brush; a rag-mop and pail; greafe, and lince-pins.

These are the general conveniencies given; but, excepting those for washing and cleaning, are seldom allowed, and the coachmaker is usually applied to for the most trifling job, which the servant might do, if furnished as above. The coachmaker, and sometimes the fadler, furnishes those conveniencies, the prices of which generally are for

				£.	s.	d.
A fetter-prop	—	—	—	0	16	0
A screw-wrench, middle size	—	—	—	0	7	0
A pair of pinchers	—	—	—	0	2	0
A hammer	—	—	—	0	2	0
An iron chissel	—	—	—	0	1	0
A leather skin or distclout	—	—	—	0	1	6
A glafs-cloth	—	—	—	0	1	0
A water-brush	—	—	—	0	2	0
A spoke ditto	—	—	—	0	1	6
A lining-brush	—	—	—	0	2	6
Two-penny nails, per 100	—	—	—	0	0	6
Three-penny ditto	—	—	—	0	0	9
Four-penny ditto	—	—	—	0	1	0
A rag mop	—	—	—	0	1	0
A yard of stout leather for washers	—	—	—	0	2	6

SECT. 2.

ON DRIVING.

EXPERTNESS in driving is the principal qualification of a coachman ; but to know how to drive, so as to preserve the carriage from the injury it is likely to receive by violent jolts or twistings, is a merit of no less value. If a carriage is driven on uneven pavement, it requires some attention to keep it always on a level, as it may receive more injury from inattention to this caution, although of only one mile's space, than it would otherwise do by a week's fair and moderate use. Besides, the risk of breaking the axletree or springs, and the probable danger thereby to be apprehended, ought to operate as an additional caution in this respect.

The paces should be regulated according to the roughness of the ground, and the turnings according to the room ; for, if not turned fair across a channel, it twists the perch, or cranes, according to the descent, as the one wheel falls when the other, on the opposite angle, is on the rise ; and frequently by this the main, or perch-bolt, is broken ; and, besides the strain it gives to other parts of the carriage, does it a material injury, in particular, when going fast. The

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same

same frequently happens in roads where the ruts are deep, by shifting of sides; the fore wheels should always be so directed as to roll on an even surface, and the hind ones, of course, will follow the same tract.

SECT. 3.

ON BRACING:

NEW braces always stretch in proportion to the weight of the body, and to the substance and quality of the leather; they are usually buckled at the point-holes, when first turned out from the builder: other holes are made for the allowance of taking up when stretched; which is done by putting a rest-stick under the bottom of the body, on that side which is to be taken up first, so as to relieve the weight from the brace while shifting; before the main braces are taken up, the collar and check-braces must be let out. They seldom stretch so as to require taking up above two holes, unless it be owing to the perch settling, whereby the body comes so close to the springs as to afford but little room for it to swing. When the braces, by being taken up, become so long at the points as to look ill, the superfluous
part

part may be cut off, or buckled down. Those braces, which check or stay the body, should not be tightened more than will prevent it striking against the wheels or coach-box; for the more room the body has to swing, the easier is the riding to the passengers; the collar-braces, in particular, should not be too much tightened, as the sudden check the body of the carriage receives, renders the seat uncomfortable.

Shifting the braces from the bearings is essential to preserve them, as that part on which the weight rests is deprived of the moisture, or grease, which preserves the leather; the brace then becomes dry, and susceptible of the wet and dirt, which there lodges, and that part is soon cracked and broke, while the rest is quite good and fresh; therefore, to change the situation of the brace, however little, once a month, or less, will prevent the frequent necessity of lining, cutting, and splicing, to repair it, and which is also a great eye-sore. By this care the braces will look well, and last a longer time than they otherwise would do. The same to be observed in pole-pieces, &c,

SECT. 4.

HAMMERCLOTHS.

THE hammercloths should always be turned up after use, except when wet with rain, for, if prevented from drying, it will rot. After a dusty journey, let it be well brushed, for, if neglected till it gets wet, the beauty of it will be spoiled, by having the dust and rain combined. The lace and fringe harbour much dust, and therefore require to be well looked after to preserve it clean.

The hammercloth should always be securely fixed to the seat by the loops, for, if not well confined, it will shift, and wear very fast through the lining. When the seat gets so hollow that the hammercloth lies under the coachman's feet, the cradle must be tightened, or a piece sloped out from the top of the front breadth of the cloth, and retrimmed as before. If at the top the cloth begins to rip from the seam, let it be immediately sewed, as the great weight of the cloth and trimmings, hanging only by the sewing, will soon extend much further, if neglected. The oil-cloth covers should be as little folded or handled as possible, being very careful, when mounting the coach-box, not to lay hold thereof, as the
lightest

slightest touch will tear them; let them also be securely fixed to the corners and middle of the other seat with rings and tapes.

SECT. 5.

LINING.

LET the carpet be often cleaned and reversed, so that the wear may not always be in one place. Let the powder be well brushed from the cloth after use, and often change the cushions of a coach to the opposite sides; if to stand by any time, turn them; and place a flat, broad piece of wood in the hand-holders, to preserve their shape. The blinds ought always to be put up, to keep out dust or vermin. The shutters of the doors, and the front lights, if made of cedar, will prevent moths harbouring; if not, a few cedar shavings in a bag, laid on the seats, will answer the purpose. If soiled, use a little pipe-clay with the brush till it comes out, but not so much as to let it come off on the clothes of the passengers. When the narrow lace about the lights and doors rises, place it down with a little shoemaker's paste.

SECT. 6.

D O O R S.

A DIFFICULTY is often experienced in opening or shutting the doors; and frequent application to the coachmaker is made to ease them, which is done by planing away the sides, and giving more room; but in dry weather, after such easing, the vacancy is often so great as to be quite unpleasant, frequently missing the ravets, and letting in both light and air, for which there is but little remedy. The swelling of the doors is occasioned by a moist or damp air, which operates on the timber as on a barometer. As, in moist air it swells, so, in dry, it shrinks; although the timber, when used, may be perfectly well seasoned. When this occurs, rub the shutting edges, or ravets, with soap, which most likely will ease the obstructions; and, if not very troublesome, bear a little with the inconvenience, rather than admit of too great a reduction of the doors, which is doing them an injury past remedy. In shutting the door, care should be taken not to force it with sudden violence, whereby the glass is sometimes broken: the lock-bolt ought to be sufficiently turned back, that it may not strike against the pannels in shutting. In opening the door,

door, it should not be thrown back with violence, as the hinges may likely be strained or broken. If the hinges are a little stiff, sweet oil or grease is good. The lock spindle is easily twisted by the handle being forcibly strained, and then it lies in a direction so as to make it doubtful if the door be fastened. Glasses and shutters are sometimes obstructed in the sliding; to remedy which, rub the grooves on which they slide moderately with soap, so as not to soil the cloth which covers the frames: wet weather contributes much towards this; therefore, after being exposed to the rain, let the glass-frames remain up to dry.

 SECT. 7.

S T E P S.

BE particularly careful that those stops, or iron supports, against which the steps strike in falling, are neither of them removed, so that the pressure may not injure the mouldings, or the step be strained for want of an equal bearing. If moved or loosened, put in a stout fourpenny nail, with the point cut across to prevent its splitting the wood; and screw the nut tight, but so as not to confine the joint, or prevent the free action of

the step. If the joints are stiff, a drop of sweet oil, worked in, will ease them. If the top joints are too loose, so that the step is ready to fall, on opening the door, tighten the under nuts; and if the other joints are loose, whereby the step shakes on the inside, tighten the rivets, by holding the head of one hammer on the head of the rivet, and with the tail of another, spread the rivet on the inside: about a dozen light blows on each will do it.

SECT. 8.

COACH-BOX-SEAT AND CRADLE.

THIS often gets loose by the shaking of the carriage, and the weight of the coachman; to remedy which, let the seat-straps be unnailed and untwisted from the standards, and then tightened as much as possible by the most forcible purchase; the hammer handle is a good instrument for that purpose: let it then again be twisted round the standard, and nailed as before. Those cradles are the best which are made to buckle, so that, without taking off the seat, they may be taken up or let down at pleasure. For the other, the seat must be removed, and the straps, which support the cradle at one end, unnailed from the

top of the standard. Those straps are twisted round an iron ring in the cradle end, and round the loop end of the seat-iron; and likewise twisted round the seat-iron itself, so as to bring the ends of the strap back to the top of the standard, where it is nailed, and is, by this means, let down or taken up at pleasure.



SECT. 9.

SCREWING THE BOLTS.

THE shaking of the carriage frequently loosens the bolts and nuts; and, if not attended to in time, the timber, or iron-work, thereby confined, suffers a material injury; and, though a simple matter to secure, the coachmaker is often sent for to do what the coachman himself might easily do. The screw-wrench is here particularly useful, as it can be adapted to all the sizes of the nuts. A carriage in constant work should have the bolts or nuts tried once a fortnight; but, in screwing them tight, no violence should be used, whereby the threads of the nut may be strained, or the bolts broken. Be particularly careful not to injure the paint with the wrench: those

those nuts which are in sight ought not to be touched, unless loose, on that account.

SECT. 10.

W H E E L S.

WHEELS suffer much by hard driving on rough ground. It rests with the proprietor to guard against this, whose option alone can dictate. The common principle of wheel-boxes should, while in regular use, contain the grease one week, unless travelling hard, or going post, then twice or thrice a week is needful. By letting the wheels have much room on the axletree, the carriage is made to run lighter, as it takes away the friction on the surface of the back and front shoulders, but prevents the grease from being so long retained, and gives more play, whereby the boxes are sooner worn out. When both (or either) of the extremities of the wheel-nave are worn by friction, a leather-washer, or two, according to the necessity, cut so as to fit exactly to the axletree, must be applied, and should be placed at the fore, or lince, end, and tightened by the nut against the wheel, as forcing it back towards the shoulder helps to fit the
box

box tighter to the arms. When it gets too roomy, it must be taken out, and fitted by the coachmaker. The nuts, when loose on the screw, make an unpleasant rattling; to remedy which, wind a little tow round the screw, which will prevent noise, till the nut can be altered.

SECT. 11.

WHEEL - IRONS.

THOSE things are never tight longer than the splinter-bar is on the strain; and, when loose, will make an unpleasant, rattling noise; to remedy which, the hooks must be turned further down, which shortens the irons, and strains the splinter-bar so as to keep them tight; but, as the splinter-bar, in a little time, settles to the strain, the irons should be but as seldom and as little shortened as possible; for, by too frequently shortening the wheel-irons, they contract the splinter-bar so far round as to touch the wheel, which is injurious and unsightly. To prevent shortening, let the neck of the hook be lined with hard leather, and place also a piece of leather in the eye of the splinter-bar socket. If the eye of the wheel-iron, which is placed on the axletree, is got too large, let it be refitted, or
place

place a washer so cut as to fill the internal part, and supply the defect. A piece of lay-cord wrapped round the ring of the eye will answer the purpose.

SECT. 12.

P O L E S.

WHEN the pole has too much room in the futchel-chaps, whereby it shakes about, two thin pieces of leather should be nailed to the sides, before and behind. If it requires to be raised, a piece should be nailed on at the bottom in front, and at the top behind. If the gib has too much room, a piece of leather, nailed on its bottom, or on the top of each futchel, helps to tighten and fit it to the staple. A piece of leather, like a washer, or ring, placed between the pole-pin head and timber, will much preserve the futchel at the pole, as the working of the pin destroys the timber. The pin should always be moderately tight in the hole; when loose, supply the room with a piece of leather: and it should be drove out with another pin of a smaller size, as the hammering against the timber bruises it much, and often occasions the necessity of a new futchel.

futchel. To prevent the horses gnawing the pole, let it be cased with tin.

SECT. 13.

RATTLING.

RATTLING is very unpleasant, and is a sure sign of something being loose about the carriage, which requires to be tightened, or lined with leather. Where iron works upon iron, if a thin piece of leather can be introduced between them, the rattling will be stopped. The squeaking of any part is to be remedied by a little grease or oil: it frequently happens in the bolts of the springs, or the shackles, where the wet has got in, and rusted; but it generally proceeds from some loose bolt or nut.

SECT. 14.

CLEANING.

A CARRIAGE ought always to be cleaned, if possible, immediately after use, before the dirt dries on it; but when that cannot be effected, and the dirt is stiff, sluice it well, and give the water time to loosen it, as, by rubbing it, when dry, the sand

94 TO PRESERVE WHILE STANDING BY.

sand and gravel in the dirt will scratch the paint, and particularly injure the varnish on the pannels. In placing the fether, to clean and raise the wheels, care should be taken that it does not press on, or rub against, any part; but that the bearing may rest on the pin only, as frequently the timbers are much bruised by this inattention. Soft water is preferable, if to be obtained: sea water is a great hurt to the paint, as the salt penetrates through the colour; which on the iron-work it totally destroys the paint, and leaves the iron bare and rusty. The iron-work should always be wiped perfectly dry, particularly the springs, as the wet, or damp, gets between the plates, which occasions them to rust, and to blister out at the edges. A carriage cannot have too much care taken in the cleaning, as by that it is much preserved.

SECT. 15.

TO PRESERVE WHILE STANDING BY.

A COVER is here very needful, as it keeps the pannels and braces from moulding by the damp. The hammercloth should be taken off, and put in the body. Once every month the carriage should be taken out; the leather braces wiped over with a greasy rag; the pannels and
japan

japan wiped over with a soft, woollen cloth, damped with a little sweet oil, and dried off with another soft cloth, sprinkled with a little flour; the doors should be opened to let out the musty or foul air; the timber wetted by sluicing a quantity of water over it, particularly the wheels; and if dry weather, and the carriage is likely to stand long, a hay-band should be wrapped round the spokes at the bottom against the nave, and wetted thoroughly; to prevent it from shrinking, change the bearing of the wheels opposite, when put in again.

SECT. 16.

TO PRESERVE THE PAINT OR VARNISH.

TO preserve the original lustre of varnish, is to maintain the beauty of carriages, which may, in a great measure, be effected by a little attention and care. The paint being coated with varnish, is preserved thereby. The principal objects are the varnished pannels and the japaning. The wheel, or carriage part, is only once varnished, to assist the gloss on the first painting; and being so subject to rub in wearing, it cannot be supposed to maintain its original beauty long, though much may be done by keeping it free
from

from dirt or grease of any kind, and not to rub it, in cleaning, with any thing coarse, but to use soap with warm water, if much tarnished by standing long, and to put it always by in a dry state, in particular the iron-work.

SECT. 17.

COMMON VARNISHED PANNELS.

THE lustre of these is not so high, nor the surface so smooth as on the polished pannels; but, by attention, will likely wear better and longer, as the quantity is not so great, which is the principal cause of its failure. The japan and varnish are much of a quality, and the treatment should be the same. A carriage, when first painted, should have every possible care to preserve it from spotting with dirt, in particular with chalk or clay soil, as the body of colour and varnish takes a considerable time to harden sufficiently to resist the penetrating damp of the dirt or clay, which, if allowed to dry, or remain any time on, leaves a stain which sometimes cannot be effaced but by time and air; in some colours, particularly verdigrise greens, those spots cannot be effaced, or at least for a considerable time. Therefore, so soon as a carriage, newly painted, comes

comes in from work, and is any way spotted, sluice the dirt from the pannels, and with a wet leather-skin, or sponge, rub them well all over. Stains will also appear where the rain has run for any length of time: for this observe the same rule; but if it should not be effaced by these means, let it remain a day or two, and then rub the pannels all over with a soft baize and a little sweet oil, so as just to damp them; then rub the stained places with a little more strength than the other parts of the pannels; dry off the damp of the oil with another piece of baize; then, with a third piece, and a little flour, wipe or rub the pannels very dry; and, if the stain has not then disappeared, rub it hard with the palm of a dry, soft hand, drawing it smartly down, which is only known to be sufficiently done when it creates a squeaking sound by the rubbing. This will probably clear the stains; if not, leave it some time longer, and again use the same experiment: if then it cannot be cleared, the colour, or paint, beneath the varnish, is sure to be injured, and nothing but time will effect a change. Rubbing those common varnished bodies rather strong with a soft skin, and drying them well with another, helps to increase the lustre of the varnish; and a common varnished body, well kept, and often cleaned, frequently improves in its lustre.

SECT. 18.

HIGH VARNISHED, OR POLISHED PANNELS.

THE clear brightness of this polished surface shews every little blemish to a disadvantage ; and, though likely to be stained from the same causes as the other, yet the colour is not so apt to be affected, as it is much thicker coated with varnish, and the resistance stronger, but, for which, use the same experiment as before noticed. These bodies, in cleaning, are to be dealt with lightly. Be very careful not to rub them with any thing hard ; sponge the dirt well off, and wipe them very dry with a soft baize. While the pannels are wet, they must not be exposed to the sun, which indeed, at all times, ought to be avoided as much as possible, as nothing affects the varnish more. When the pannels are warm with the sun, do not immediately wash them, but let the carriage remain in a shade till they are cool : if dusty with the road dust, let it be brushed off, as wiping it with a cloth may scratch or rub the varnish.

SECT. 19.

TO RESTORE THE LUSTRE OF VARNISH.

THE cause of varnish looking dull, striking in, or cracking, as often arises from the badness of its own quality, as from any improper treatment in the cleaning, or effect of the weather; the high varnish, in particular, on account of the extra quantity, which, if not good, produces a change much sooner than the common varnish, the latter being much thinner. When the varnish appears to crack, it can only be remedied by the painter, who should be immediately applied to; but if the varnish strikes in, and looks dull, as is often the case from the weather, use the following means: Get a quarter of a pound of rotten stone, or Tripoly powder, from a colour-shop, which must be ground with water, and used of the consistency of paste in the following manner: double a piece of woollen cloth, and, with the flat part, rub each pannel, with a gentle force, for about a quarter of an hour, taking care to rub it equally all over; wash off the substance, and, with the hand free of corns, and damped with a soft leather, which is held in the other, rub it smartly downwards, till, by the friction, it makes a shrieking noise, as before

noticed. If this does not sufficiently polish, which seldom fails, the rubbing with rotten-stone and the hand should be again repeated. Much depends upon the hand rubbing clean off the pannels and mouldings, as before directed, with soft baize, oil, and flour. If well managed, the body will look nearly as well as if new painted, particularly with common varnished bodies, they having never gone through the process before.

Thus, with one or two days trouble, and for about one shilling, the expence of new painting may sometimes be saved.

Polished bodies shew the least blemish; but, if not scratched, may easily be cleared off, by a little rotten-stone, and rubbing that part only, as before mentioned: but if, by rubbing, it looks brighter than the rest, do it all over. A scratched pannel, where the injury has not penetrated to the colour, may be polished out, rubbing it first with a little fine-powdered pumice-stone, with a cloth and water, the same as with rotten-stone; but care must be taken not to rub it hard or long, as it is a sharp and penetrating powder, and ought only to be used when the other is not effectual, and with a careful hand.

A little colour, the same as that with which the carriage is painted, should always be kept in reserve, as the change, by time, occasions a difficulty in matching it. This would be convenient,

also, in touching the blemished places, particularly the mouldings, or *carriage* part, &c. About as much as will fill a small gallipot of each colour will be sufficient; which, to preserve good and moist, must be kept in a pan of water, taking care that it never be suffered to dry. The brush or pencils must also be kept in the water. A little varnish, also, in a clean phial, kept closely corked, may sometimes be found convenient. The whole amount of the expence cannot exceed three or four shillings.

CHAP. V.

PURCHASING OF SECOND-HAND
CARRIAGES.

THOSE who are inclined to purchase second-hand carriages, ought to be very cautious in their dealing, as the impositions practised in this business are not inferior to those used by horse-dealers.

The great demand, within these twenty years, for second-hand carriages, for foreign and home use, has induced many unskilful persons to commence dealers, who call themselves *Brokers*, and pretend to buy for the purpose of breaking up, and disposing of the old materials, but who, in general, instead of breaking, vamp up, and resell such carriages at an exorbitant price, imposing thereby both on the public and the trade. The profit which those dealers realize on an old carriage of 50 or 60*l.* price, is commonly greater than the builder's originally was, when new, and often exceeds the half of what it is sold for; yet many people imagine, if the price is about one-half

half the original value, the purchase is reasonable, when, in fact, it is not worth one quarter, or even an eighth.

The means whereby those people are enabled to sell their carriages, is by giving to them a good appearance, and imitating, as much as possible, the fashion. This they do by ornamenting them, in particular with plated work, new painting, putting in a new lining, with some showey lace, new wheels, or ringing them with new iron, to give them the appearance of new, adding new lamps, &c. All the materials used for this purpose are of the cheapest sort, manufactured on purpose; but which, to a person unacquainted, look, for the moment, as well as the best. The expence, in fitting up, is chiefly bestowed in ornament, without, in the least, attending to the substance of the carriage, which is seldom worth one-half, for use, of what is thus bestowed upon it in ornament.

SECT. 1.

REPOSITORIES.

BROKERS, or dealers, find a great convenience in Repositories, now established in numbers; as they can there vend their carriages, with-

out being questioned as to their quality, which might otherwise detect the imposition; others, who are of the trade, sometimes make a convenience of a Repository, for the same reason as the brokers; as they may there vend what, in their own shops, they would be ashamed of. From the apparent advantage of purchasing from those Repositories, people are induced to buy from them, in preference to dealing with a private trader: but every person attending those places ought to act with double caution, as the principal stock belongs to the brokers, or dealers in second-hand carriages, who take care to furnish those places with a variety of all sorts. It is therefore the interest of the Repository-keepers to recommend the carriages of brokers, in preference to those belonging to strangers, which not only serves the brokers, but themselves; for, from frequent selling, and being again immediately supplied by the same parties, nothing is lost by the rent for standing, and much gained by commission; while a stranger who has but one carriage to sell, the longer it remains unsold, and at rent, the better; when, at last, the proprietor, wearied with waiting, and having the expence increased, and the carriage prejudiced by long standing, is induced to accept the broker's price, who mostly becomes the purchaser.

Another

Another great disadvantage attending those places is, that as a communication is seldom admitted between the buyer and the seller, they are both liable to be imposed upon, by exacting of the buyer more, and paying to the seller less than the carriage was sold for; so that a considerably greater profit than that arising from the commission and standing, may be derived by the Repository-keeper, without adding any thing to the value of the carriage thus sold.

As there are such risks, it is to be recommended that no person will purchase from those places, but under the direction of some sufficient tradesman, who may be competent to judge of the real value of carriages in every state; for, although a carriage may look fair, by being disguised with paint and putty, which is artfully laid on, yet the carriage may be nearly rotten, and ought rather to be broken up than made use of.

SECT. 2.

DIRECTIONS FOR PURCHASING CARRIAGES.

THE most obvious way to prevent being imposed upon, in the purchase of second-hand carriages, is to expose some of the most general artifices made use of by the sellers; and, by attending to the few instructions here given, a person may purchase with tolerable security. It is usual, in order to promote the sale of a carriage, to pretend it belonged to some person of credit, who has parted with it only because one of another kind was more convenient; or that the parties are dead, gone abroad, &c. It may also be noticed, that on the pannels are usually some fictitious arms, crests, or coronets, and the name of a person, of whom they have once bought or exchanged a carriage, is made use of to sell twenty by. They always pretend the carriage to have been but lately built, having then only its first or second wheels on; but, as a carriage bears no mark, like a horse, whereby its age may be known to any certainty, yet, by minute inspection, it may be nearly ascertained, if the person has any experience, and who always should make the following observations:

SECT. 3.

OBSERVATIONS.

FIRST, observe the shape of the body, keeping in mind the time when such a pattern was in vogue, and compare it with the present; and then examine the materials, in particular the timbers of the carriage, for, although well puttied, yet, in some particular parts, its infirmity may be very visible: if old, the futchels in the chaps, at the pole-bolt hole, and at the top where the gib is placed, are rough, and patched with leather; the pole, if the original one, on the sides and top which go into the futchels, is likewise worn and patched, and near the top, unless hid with a tin covering, see if it is reduced by the horses gnawing it; look also to the transom-plates, if they are flat, thick, and clean, and that, by pushing against the coach-box or springs, the upper carriage does not rock on them; see that the fore axletree-bed, and transom at the middle, where the perch-bolt is placed, are found, and that about the perch-bolt hole there is not much patching with leather; that the ends of the transom, where the springs and coach-box are placed, look clean and found: the splinter-bar, if much worn, has the moulding towards the

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the ends nearly effaced; the sway-bar, and that part of the bottom plate of the perch against which it wears, after much use, is gulled, and the defect is made up with leather patched on it; the ends of the hind transom, in particular where the fetter is placed, if old, are much gulled. Look on those parts of the hind axletree-bed where the spring-stays rest, which, if much indented, is old: the hind footboard in the middle, and the fore footboard-ledge, being worn hollow, are always proofs of the carriage having been much used.

As to the body part, examine principally the bottom sides, at the ends where the loops are placed, and in the corners of the rabbits, under the door bottoms, where the standing pillars are framed, if very old, they will be rotten and appear rough. The mortices of the door-locks, if gulled, and the bolts of the locks, if loose on the spindles, are proofs of their being old; and so it is, if the leather, which covers the roof of the quarters and boot, appears to have been much mended at the welts, or if it has drawn from the sewings or nailing: the braces should be supple and clean, free from patches, or cracks at the bearings; the steps, if rickety at the joints, and, when down, if the treads drop under, and the leather with which they are trimmed is dingy, and torn at the joint-knuckles, shew them to have
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been much used : the leather also which covers the bottom sides, at the entrance of the doors, if old, is rough, and has the grain worn or torn on the outside ; the mahogany shutters, or Venetian-blind frames, when old, have their colour discharged by the weather, and look of a dingy brown, the glass-frames in particular ; the front ones are, when old, loose at the corners, the sides of the grooves loosened, and held together only by the cloth which covers them.

Nothing is a better proof than the mouldings of the framings, and the scroll ends, or finishes of the timber, for if much filled with paint, or defaced, is a certain proof of the carriage having been often painted, and, of course, old ; the paint will, with a slight knock, if not newly done, fly off in scales, particularly from the iron-work. Examine well those places in the body round the edges, if the framing, where the wet has been likely to lodge, has not been rotten, and that the surface is not made up with putty, or been cased on the outside with new pieces of wood moulding, which may be seen, if looked closely into. In examining the cloth of the lining, observe the sides and back, against which the shoulders rub, that the cloth is not thread-bare, and that it is free from moth-holes in every part. Of the lace trimmings, notice the glass-strings, the hand-holders,

holders, and pasting lace, particularly the small lace which is round the lights or windows.

If the carriage has a coach-box, examine the condition of the seat under the hammercloth, also the hammercloth at the ends and corners on the inside, and, if it has been much used, it will be ragged and worn through in many places.

In examining the wheels, look only to the outside edge of the iron which rims them, for their strength; look also to the spokes at the nave, that they are not started, and that the wheels are firm on the axletrees: these are the general rules to be observed when examining a second-hand carriage, without having the opinion of a person who is experienced, unless the person of whom the carriage is bought can be depended on for fair dealing, which is hardly to be expected from those peddling dealers, of whom it is recommended, as a caution, never to buy, without advice from some skilful person, capable of knowing or detecting those impositions so frequently practised on the unwary.

SECT. 4.

ON PURCHASING SECOND-HAND HARNESS.

IN buying old harnesses, some caution is also necessary, though the imposition therein is not likely to be so great as on a carriage, yet little good may be expected therefrom; there are many harnesses made up anew for sale by those brokers and dealers, but be cautious to buy of them, as they are composed of the most inferior materials to sell cheap, which many are induced to believe are bargains, knowing that they have paid a much greater price, without supposing them to be so materially different in their quality: a good, sound second-hand harness is much to be preferred to them, in chusing of which, observe the condition of the leather, which if mellow, soft, and pliable, is good; but if dry, stiff, and harsh, is old. See also if the grain is cracked, or if the sewings are gummed up with grease; and that the vained marks on the edges are not effaced; and that all the leathers at the buckling and looped parts are whole and perfect; the trace ends, the collars, the cruppers, the belly-bands, and billets, show best at the buckling parts how much the harness has been used.

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The furniture, except the ornaments, usually remains longer perfect, on account of the manner of plating them, than the leather does; but look to the corners of the buckles, and rings of the terrets, through which the reins pass, and to the ornaments; likewise the inside winker-pieces, and the head chains; these are the likeliest parts to look to for a proof of the furniture: but the leather is the best guide, for if the pipes and ley of the collars, the traces at the points, and the breeching at the straps, are perfect, the harness is likely to be a good one, though it seldom proves, after the expence for alterations and changing the ornaments, which necessarily must be done before it can be used, to be much cheaper than a new one.

CHAP. VI.

THE DUTIES ON CARRIAGES.

CARRIAGES, regarding them as luxuries, are proper objects of taxation; in particular, as the proprietors thereof are persons supposed better able than others to contribute an extraordinary share to the support of the state. Yet many, however affluent in circumstances, are unwilling to subject themselves to the extraordinary duties, which are so contrived, as to increase very considerably upon every additional carriage that is kept; and, to save so great an increase of expence, keep only one or two carriages, who would otherwise keep three or four, were the duties made to lessen in the same proportion in the number as they are made to advance, many more carriages would be kept than are. An addition would thereby be made to the revenue, and the trade of coach-making would be materially benefited. Gentlemen would likewise have much greater scope for indulging their different fancies than at present, as they certainly restrain

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themselves from keeping more carriages, merely to save the great increase of annual expence in the duties. The following is an abstract of the several acts of parliament on the duties to this date, shewing what the increase of duty upon every carriage is, including the new additional ten per cent.

FOUR-WHEELED CARRIAGES.

EVERY person who keeps a carriage with four wheels, by whatsoever name it is called, pays for the first 8*l.* 16*s.* for the second 9*l.* 18*s.* and if three or more are kept, pays for each, after the first, 1*l.* which makes after the rate of 8*l.* 16*s.* for the first, 9*l.* 18*s.* for the second, and 12*l.* for the third, as the advance of 1*l.* is on the second if a third is kept; which is the reason many keep only two carriages that would otherwise keep three.

TWO-WHEELED CARRIAGES.

TWO or three-wheeled carriages, of every description, however many are kept, are exempt from any advance in the duty, and pay only 3*l.* 17*s.* a year for each, of whatever denomination, drawn by one or more horses.

TAXED

TAXED CARTS.

BY a late act of parliament, the 35th of Geo. III. every carriage with less than four wheels, drawn by one horse and no more, to be used in the affairs of husbandry, or for the purpose of carrying goods in the way of trade, but which shall be occasionally used for the conveyance of persons, pays only the yearly tax of 12s. providing it is built as under described, and does not exceed the value of 12l. including any subsequent alterations.

To be built only of wood and iron, without any lining whatever*. To have no other sort of covering than a tilt, and to have no springs.

This carriage is to be distinguished from others by having the owner's christian and surname, and place of abode, with the words, "A Taxed Cart" painted, in black and white colours, on the back, or some other conspicuous place, in Roman letters, of one inch in length, and breadth in proportion. But no carriage, however built, shall come within the meaning of this act, where the

* A portable spring cushion is a convenience which no person need deny themselves the use of with this sort of carriage, it being intended as well for others, as it cannot be considered as belonging only thereto.

first, or after alterations make the value exceed 12l. the proof of which shall lie on the owner; and if it shall be built in any respect contrary to the provisions of this act, or shall not be so marked as aforesaid; or if such persons shall refuse or neglect, upon demand, to produce the same for examination, as aforesaid, he shall be liable to the duty of 3l. 17s. as on other two-wheeled carriages.

NEW CARRIAGE DUTY.

BESIDES the before-mentioned annual duties, there is also another, called the New Duty, charged on, and paid by, the coachmaker to the Excise, but is surcharged by the coachmaker on the proprietor of the carriage; this is, for every four-wheeled carriage, twenty shillings; and for every two-wheeled carriage, ten shillings—the common taxed cart excepted.

HOW THE DUTIES ARE ASSESSED.

THE duties on carriages are collected by the same officers as are appointed to collect the house

and window tax, and are under the same assessor, surveyor, and commissioner, to whom all reference and appeals are to be made.

The assessors are, within fourteen days after their appointment, to give or leave, at the dwelling-house of every person, within his limits, keeping any carriage liable to the said duties, notice in writing, requiring them to produce, within fourteen days next ensuing, lists, in writing, of the greatest number of carriages kept and used by him, and also the greatest number kept and used by a lodger, or inmate, in the course of the year, ending on the 5th of April preceding such notice; and to express the denomination of each carriage, and its number of wheels, distinguishing, also, which are kept for private use, which to be let out for hire, and which are used as public stage coaches. And if any carriages are kept in more districts than one, it shall be specified, in a list or declaration, the particular parish wherein that carriage is meant to be paid for; and if any persons are assessed in one district, and shall again be assessed in another, the commissioners within such latter district, on application for that purpose, are required to alter such assessment, on proof being given that such persons have paid the duty in another place.

THE PENALTIES.

ANY person who shall neglect or refuse to return the lists when called for, within fourteen days after notice left, shall forfeit 10*l.* and the assessor shall, on the best information he can obtain, make an assessment upon such person keeping such carriages as are liable to the said duties; and such assessment shall be final and conclusive on the persons thereby charged, who shall not be at liberty to appeal therefrom, unless such person shall prove he was not at his dwelling-house at the time of delivery, nor between that day and the time limited for delivering such list to the assessors, or shall allege such other excuse as the commissioners shall be satisfied with.

If any person omit to return in the list an entry of any carriage, they shall be surcharged for the same double the duty so omitted, one-half whereof to go to such person making the surcharge.

The inhabitant householder of any house where there are any lodgers or inmates, shall, within a week after required, by notice, in writing, left at his house, by any assessor or surveyor, deliver to, or leave for, such assessor, a list, in writing, of every lodger or inmate who shall keep any carriage, to the best of his knowledge; and if he shall refuse to deliver such list, wilfully omit, or misrepresent,

represent, any description which ought to be contained therein, he shall forfeit 20l.

Families wishing to keep two, three, or more, carriages, may save the increased duty by allowing their relatives to enter them separately as lodgers or inmates.

FINIS.

